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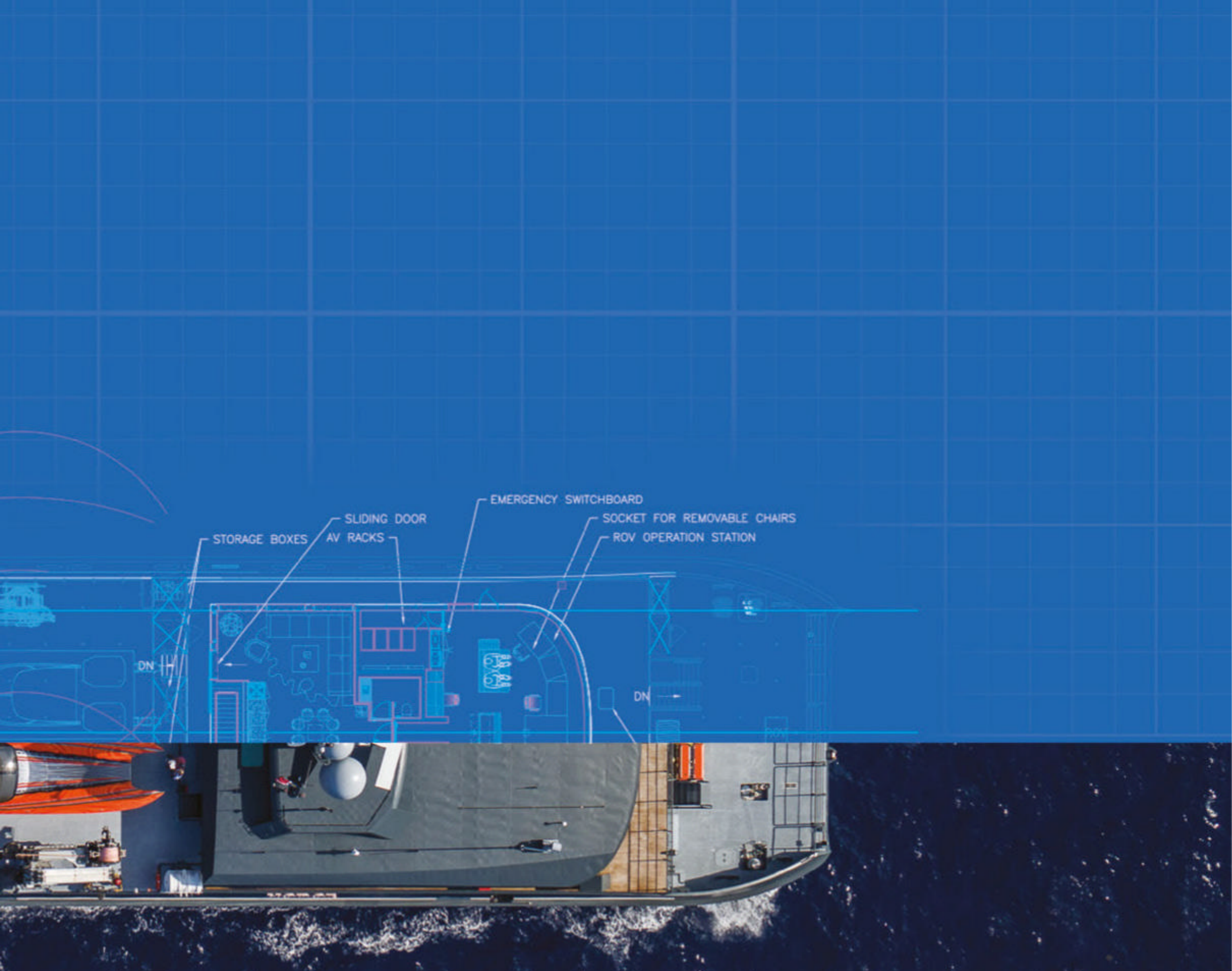
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On the cover: 145ft Conrad Shipyard *Ace*, courtesy of Conrad Shipyard

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SISTER PUBLICATIONS: BOAT INTERNATIONAL • DOCKWALK • BOAT INTERNATIONAL TURKEY • ANNUALS: THE SUPERYACHTS • SUPERYACHT INTERIORS • SUPERPORTS

Boat International US Edition (ISSN 2572-505X) is published monthly by Boat International Media, Inc., 1800 SE 10th Ave., Suite 200, Fort Lauderdale, FL 33316. Periodical postage paid at Ft. Lauderdale, FL and additional mailing offices. POSTMASTER: send address changes to Boat International US Edition, PO Box 28, Congers, NY 10920. Subscriptions Department: *Boat International US Edition,* PO Box 28, Congers NY 10920 USA,+1-866-213-4876 (toll free) +1-845-267-3036 (direct), BoatUS@cambeywest.com. Return undeliverable Canadian addresses to *Boat International US Edition*, PO Box 503, RPO West Beaver Creek, Richmond Hill, ON L4B 4R6, Canada. Content presented under the "BOAT Presents" logo is an advertising feature and Boat International Media Limited has been paid to include this content.

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Today I am sitting at my desk sorting through the business cards I have collected and making notes of all the stories, news and ideas that have emerged from a busy boat show in Palm Beach. I am doing this as fast as possible before the memories fade. I went on board two of the largest yachts at the show, but while the technology, the spaces and the finishes wowed me, the lasting memories of this show will be getting on board two smaller boats with members of the BOAT International Owners' Club, equally in love with their new pride and joy. One was the VQ45 Veloce, the first V45 with outboard engines – stylish, fast and super solid, a boat he and his wife love to ride in South Florida with their rescue pup. The other is a new E6 from Dutch company Elling that will be heading to the Northeast for the summer. Her owner chose her, in part, because after a near capsize in rough waters off Fort Lauderdale, he looked for a boat that could right itself, which the Elling does, and because of the Dutch quality, which this owner appreciated in his own Feadship. Too often, we must write articles without the owners' input, and the results aren't as good. So thank you for your input. Long may it continue!

Cécile Gauert

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Mark Seelen

A director of photography and film, Mark has interpreted his clients' visions for more than 30 years, creating unique architecture and design images. In private, the Dutchman has a passion for good food and the color gray. For this issue, Mark captures the Sanlorenzo SD118 (*page 98*).

Your favorite thing about the SD118?

I personally love the green glass in the owner's suite, which is a great feature, and also the direct access from the master suite to the forward deck

Your biggest disaster on a shoot?

Funny you should ask, but during this shoot not only were our drone batteries depleted, but also we lost our remote control connection to the drone as the boat got too far away too quickly. The crew informed the captain and without hesitation he swung the yacht round and moved it right under the drone so we could safely retrieve it

If you could photograph anything at all, what would be top of the list?

I'd love to join a sailing yacht on a transatlantic crossing, and to shoot the boat during the journey

Claire Wrathall

Claire started her career at *Vogue* and later moved on to *Condé Nast Traveler*. She is also a former editor of *Art Quarterly* and for this issue, she delves into the murky world of art crime (*page 42*).

The most intriguing art theft you learned about?

The most audacious heist I can think of is the theft of 13 works from the Isabella Stewart Gardner Museum in Boston in 1990, among them a Vermeer and Rembrandt's only marine painting. None has ever been recovered

The best thing a collector can do to prevent theft?

Invest in first-rate security and be careful who gets access to it

The piece of art you'd most like to have on your own wall?

Morning in the Village after Snowstorm by Kazimir Malevich in the Guggenheim, New York. As a student I'd go and look at it so often that one of the guards said either I ought to get a job there or he'd have to help me steal it

The interviewee who surprised you the most?

Probably Queen Sonja of Norway at the Royal Palace in Oslo. In 2006, the year before she turned 70, she was exploring a deep meltwater tunnel in Spitzbergen when she decided to train as a printmaker – and she's now an accomplished and exhibited artist

Andrew Johansson

Andrew has worked within the yacht industry for more than a decade, starting in publishing as a design editor. During his career he has worked with award-winning yacht studios and, now, Andrew is a freelance journalist, writer and media consultant. For this issue, he tours SilverYachts' 118ft multihull *SpaceCat* (*page 110*).

The best thing about *SpaceCat*?

Definitely the aft main deck with that massive pool – it is rare, if not unheard of, for a yacht this size. The whole area is spacious and a great place to hang out

Where's the first place you would take the boat?

Because of the extensive exterior deck spaces, it would have to be somewhere warm where you could enjoy the sun. Probably one, if not all, of the Greek islands

Your most memorable at-sea experience?

It was a sea trial in an open boat in Iceland. During the course of the day, we had serious gusts of wind, followed by heavy rainfall that turned into snow... before the day ended with glorious sunshine

Reveal something from your bucket list

I've always wanted to see the cherry blossoms in Japan in full bloom – the timing of a visit would need to be perfect

Emma Love

London-based Emma has, for the last 15 years, been a freelance journalist specializing in travel and design. She contributes to *Condé Nast Traveler* and *Elle Decoration*. For this issue, she looks at the latest trends emerging in the world of design (*page 56*).

Which item in your trends piece is your personal favorite?

I love Helen Amy Murray's designs for The Rug Company. They have a neutral palette and so much subtle pattern and texture

What's the current aesthetic direction in the design world?

There seem to be lots of bold, bright block colors in the new spring/summer collections, for all areas of the home

How would you design the interior of your own superyacht?

My interior style veers toward the Scandinavian – warm neutrals, blonde woods and soft linens – and I would translate this to a yacht. I'd also have an incredible contemporary art collection

Where would you most love to sail to?

If I could sail anywhere, it would be around the Greek islands in the summer, dropping anchor to swim in sandy coves and enjoying seafood lunches at low-key tavernas

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Eye Opener

Holy water jets, Batman!

The producers of the 1966 *Batman* television series had a list of requirements for the Batboat, commissioned for the spin-off movie: glowing bat eyes; a red flashing Batbeacon; hatches for the Batzooka; and a glowing bat signal in the tail fin. Texas boatbuilder Glastron took on the challenge with relish and a sense of humor. Starting with its fiberglass V-174, it dressed-up a test hull with masking tape and cardboard, and this mock-up was approved by 20th Century Fox. For the actual boat, they built a fake jet nozzle that squirted water, although the underlying V-174 was really powered by V6 engines that offered a top speed of about 40 knots. The interior was packed with Batman-worthy prop gadgets, while a bat tail and twin windscreens were added – along with bat eyes, beacon and emblem, all of which glow in the dark.

There were teething problems: the tail weighed down the back of the boat and affected the angle at which it planed, while the fake water jet squirted water on to the boat. With a new propeller and some readjustments, the problems were ironed out. As a tribute to the success of the project, the producers held the movie's premiere in Austin, Texas, with the Batboat on display. *Turn to page 36 for superhero and supervillain boat designs penned at the 2023 BOAT Superyacht Design Festival.*

WORDS CAROLINE WHITE

(WITH THANKS TO 1966BATFAN.COM)

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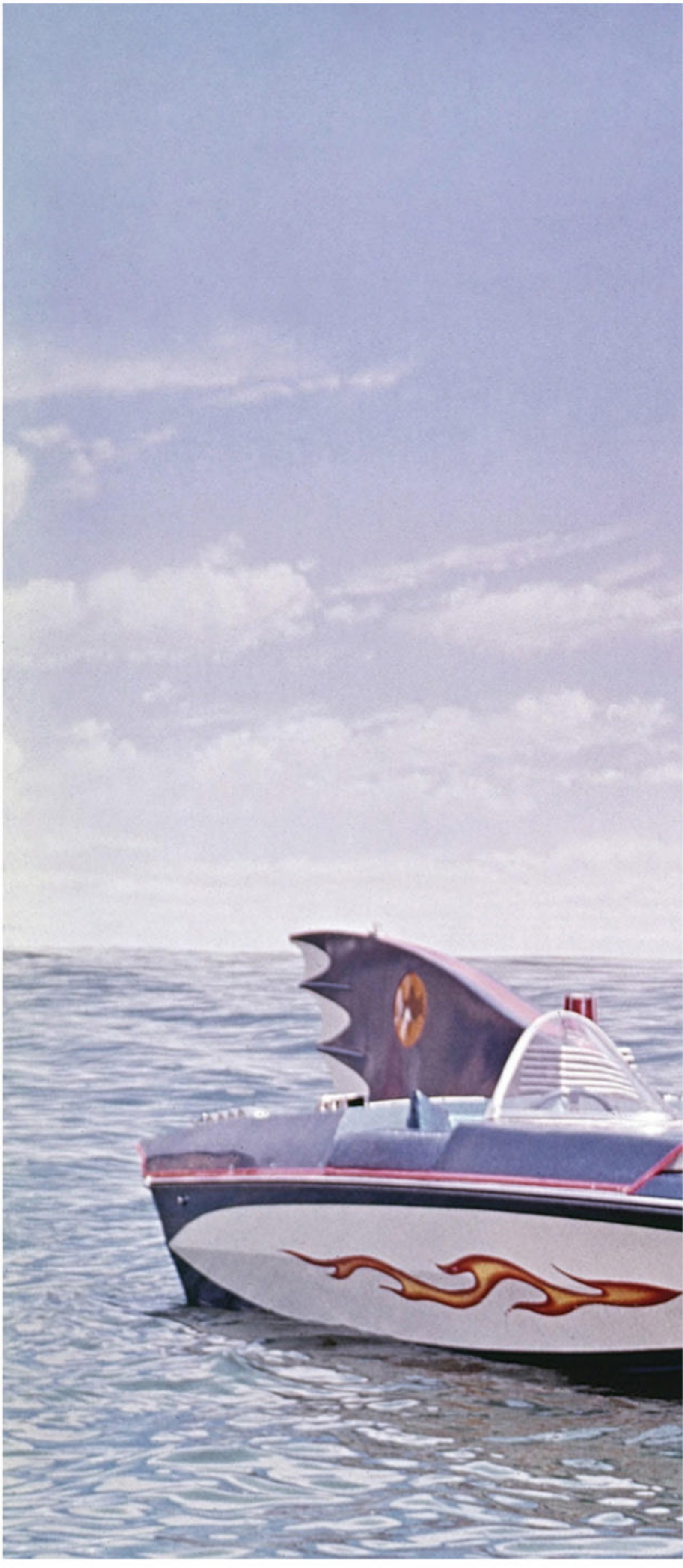

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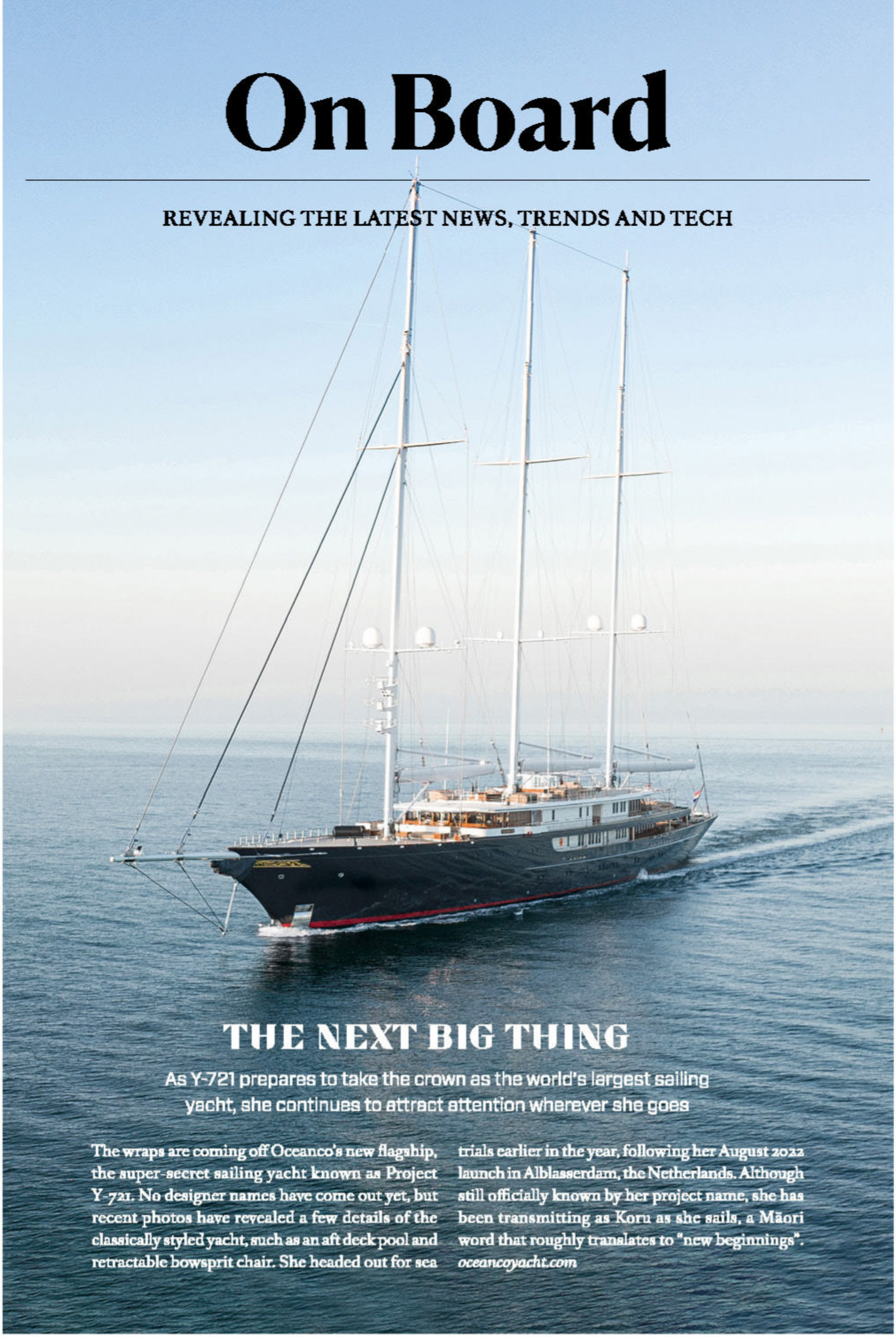

THE NEXT BIG THING

As Y-721 prepares to take the crown as the world's largest sailing yacht, she continues to attract attention wherever she goes

The wraps are coming off Oceanco's new flagship, the super-secret sailing yacht known as Project Y-721. No designer names have come out yet, but recent photos have revealed a few details of the classically styled yacht, such as an aft deck pool and retractable bowsprit chair. She headed out for sea trials earlier in the year, following her August 2022 launch in Alblasserdam, the Netherlands. Although still officially known by her project name, she has been transmitting as Koru as she sails, a Māori word that roughly translates to "new beginnings". *oceancoyacht.com*

PHOTOGRAPHY: BJORN MIEROP

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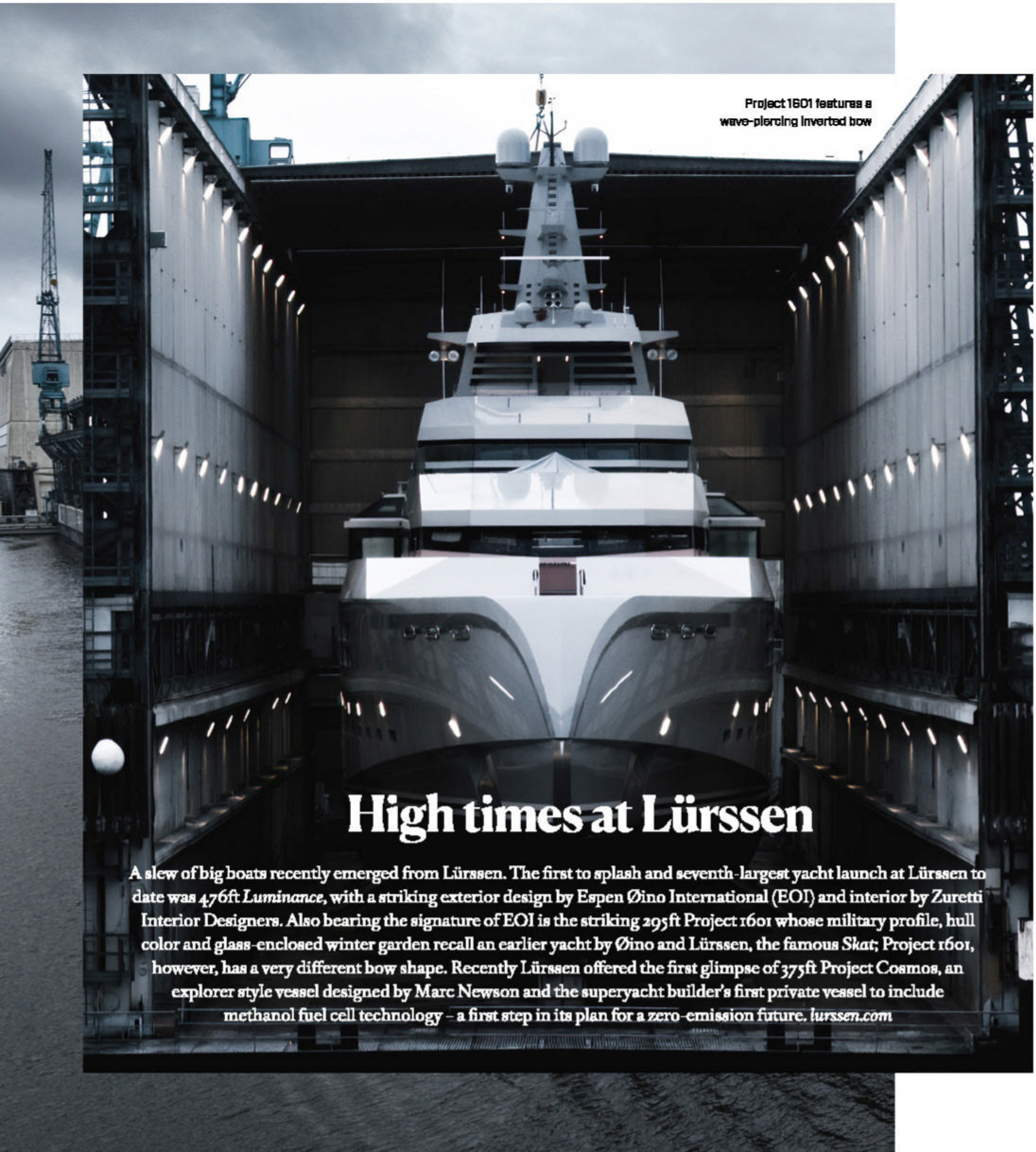
NEWS

Lürssen's big launches / the Giorgio Armani-designed superyacht / an Azimut for the next generation / Damen meets the demand for support



Project 1601 features a wave-piercing inverted bow

High times at Lürssen

A slew of big boats recently emerged from Lürssen. The first to splash and seventh-largest yacht launch at Lürssen to date was 476ft *Luminance*, with a striking exterior design by Espen Øino International (EOI) and interior by Zuretti Interior Designers. Also bearing the signature of EOI is the striking 295ft Project 1601 whose military profile, hull color and glass-enclosed winter garden recall an earlier yacht by Øino and Lürssen, the famous *Skat*; Project 1601, however, has a very different bow shape. Recently Lürssen offered the first glimpse of 375ft Project Cosmos, an explorer style vessel designed by Marc Newson and the superyacht builder's first private vessel to include methanol fuel cell technology – a first step in its plan for a zero-emission future. *lurssen.com*

PHOTOGRAPHY: CHARL VAN ROOY; COURTESY OF CRN; AZIMUT

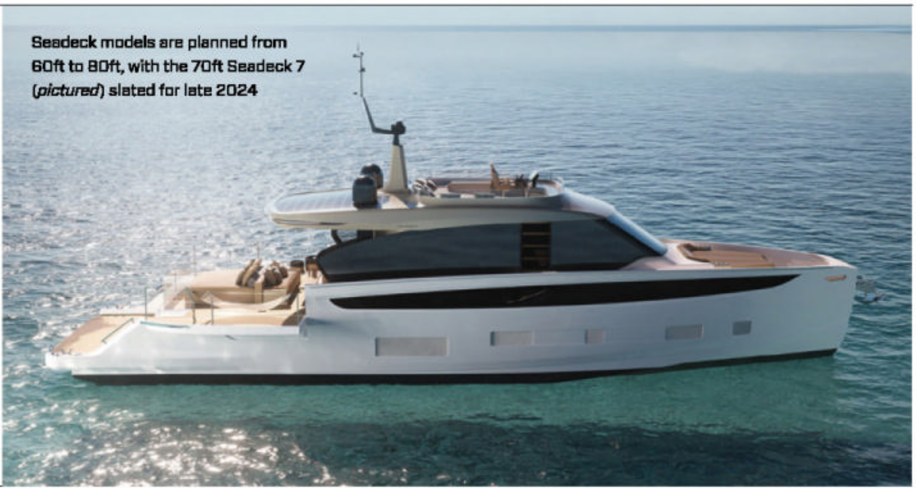
The fully custom yacht touched the water for the first time in mid March

Confetti at CRN

A private christening revealed the lines of the latest yacht to emerge from CRN in Ancona, Italy. The name of the voluminous 236ft, 1,880GT yacht – designed by CRN in collaboration with A Vallicelli & C Yacht Design (concept and exterior lines) and Nuvolari Lenard (interior) – however, remains under wraps. For now, the private custom six-decker is only known as CRN 139. The CRN delivery earlier this year also has proved elusive and was only identified as CRN 141 by the yard. *crn-yacht.com*

Azimut goes hybrid

Describing the series as "a new starting point for future generations," Azimut has unveiled Seadeck, which combines Volvo Penta hybrid propulsion, an efficient hull and an open design with an extended aft deck dubbed "the Fun Island." The aim is to reduce carbon emissions by around 40 percent over a year's use as compared to a typical yacht. The Italian shipyard collaborated with Alberto Mancini on the exterior and Milan firm Matteo Thun for the interior, which will feature natural or recycled/recyclable materials. *azimutyachts.com*



Seadeck models are planned from 60ft to 80ft, with the 70ft Seadeck 7 (*pictured*) slated for late 2024

SPOTLIGHT NEW TO THE MARKET

PELORUS

€185,000,000

The iconic 377ft Lürssen has joined the market with **Burgess**. Delivered in 2003, she was designed by yachting greats Tim Heywood and Terence Disdale.

ICE BEAR

$11,950,000

This 171ft Feadship has been listed with **Burgess**. Designed by de Voogt, she has been maintained to high standards as a private yacht since her launch in 1988.

KOMOKWA

$6,900,000

The 135ft Horizon is newly for sale with **Fraser** and **Denison Yachting**. She has been well-maintained by her original owner of 10 years who cruised 65,000 nautical miles.

CASTLEFINN

$17,500,000

Worth Avenue Yachts has listed the 147ft Heesen for sale. She underwent a substantial $2 million refit in 2022 and boasts a new interior as well as upgraded machinery.

FIFTY

€29,950,000

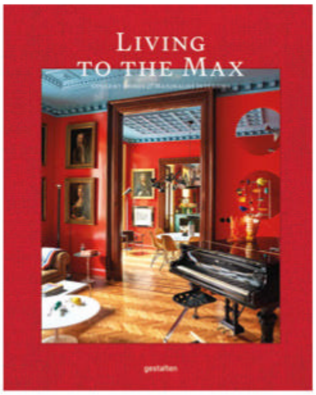
The 164ft Riva has been listed for with **Y.CO**. The 2021 build was inspired by the classic 1964 Riva Caravelle, with the same window shape and forward-slanting lines.

PERSHING
PERSHING
DINI AUTOGI

With almost 1,800 sq ft of outdoor space, the new GTX116 will be right at home in Miami waters

Perky Pershing hits the ground running

Pershing's new GTX116 combines large al fresco spaces (including a 440-square-foot sundeck), a beach club, a garage and a refined interior with speed – 35.5 knots at the top end thanks to triple waterjets and MAN V12s. The first boat, which has five cabins, is for an owner who wanted the perfect boat to enjoy in Miami. Her name, *Caffeine*, is a nod to the ingredient that made his fortune. *pershing-yacht.com*

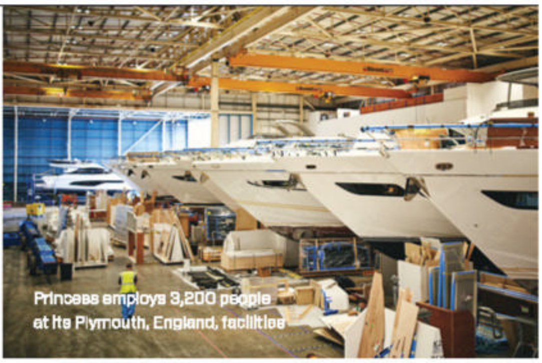


Book of the month

As a counterpoint to the current trend to simplify, the *Living to the Max* coffee book not only celebrates opulence and maximalist design, but also personal stories told through original spaces filled with colors, collections and eclectic furniture. *$80, gelstaten.com*

US FUNDS FOR BRITISH PRINCESS

Private equity firm KPS Capital Partners, headquartered in New York City, has entered into a definitive agreement to acquire a controlling interest in British boatbuilder Princess Yachts. Existing shareholders will retain ownership in Princess following the transaction.



Princess employs 3,200 people at its Plymouth, England, facilities

$1 BILLION

Ferretti's 2022 revenues, generated across of all its brands

BOAT BRIEFING

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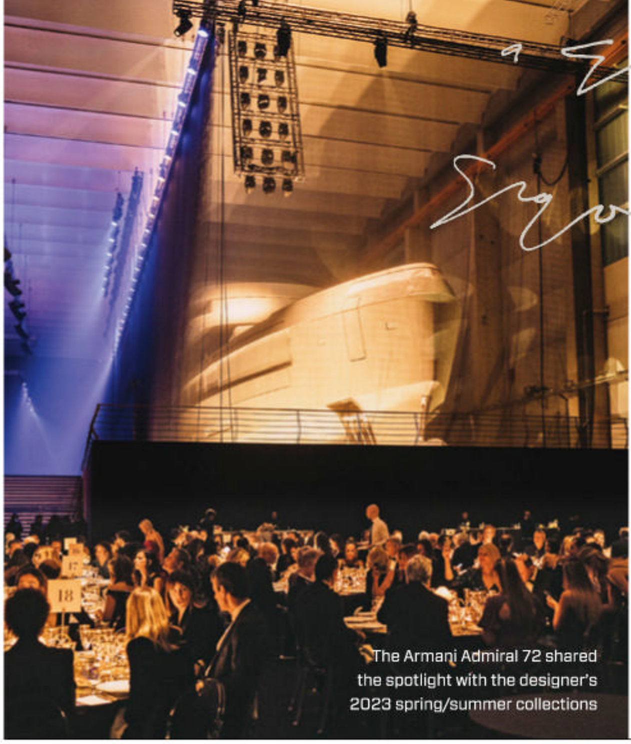
PHOTOGRAPHY: COURTESY OF PERSHING; PRINCESS YACHTS; LUCAS POSSIEDE; DAMEN YACHTING

EVENT

JUNE 8

Ocean Talks 2023

Ocean Talks, supported by the Ocean Family Foundation, will return to London on June 8. The event will shine a light on ocean conservation and the solutions the industry should be implementing. Tickets are free and you can register online. *boatint.com/luxuryevents*

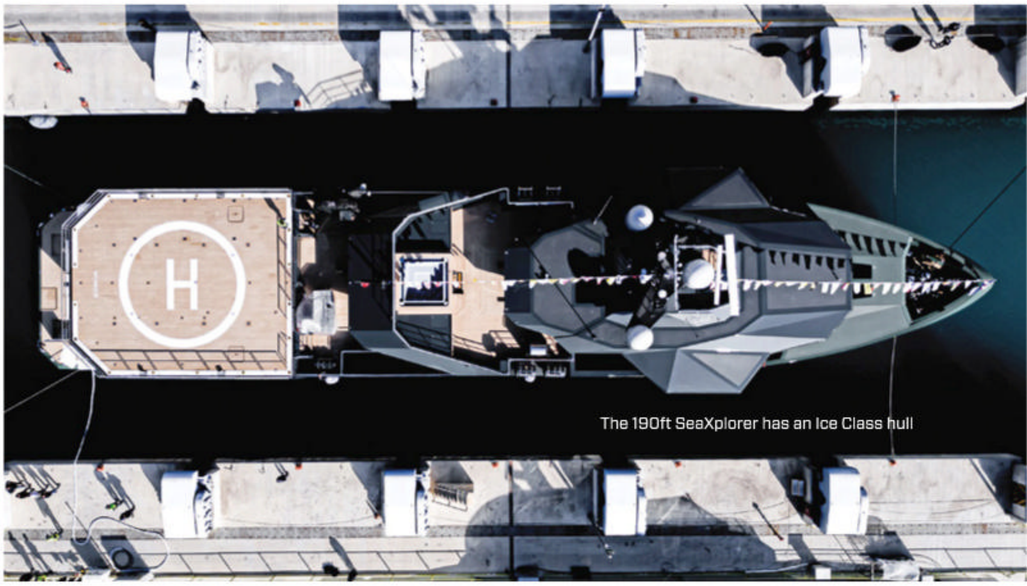

The Armani Admiral 72 shared the spotlight with the designer's 2023 spring/summer collections

A yacht à la mode

More than 650 guests joined designer Giorgio Armani and the management of The Italian Sea Group at the yard's headquarters in Marina di Carrara, Italy, for the unveiling of the Armani-designed Admiral 72. Timeless minimalism infuses the yacht's design. However, the party was anything but. The unveiling in the build shed included models, music, special effects and fine food.

More support than ever

Damen Yachting's largest (at 246ft) and its first custom support vessel was spotted in Florida with the name *Abeona* (the Roman goddess of voyages). Meanwhile in Antalya, Turkey, Damen floated the first custom SeaXplorer 58. She is expected to be named *Pink Shadow*. *damenyachting.com*


The 190ft SeaXplorer has an Ice Class hull

SPOTLIGHT SERIOUSLY FOR SALE

COME TOGETHER

€65,950,000

The Amels 60 has had €3,550,000 shaved off her asking price. Listed with **Y.CO**, the 2022 build is the first in a new Limited Editions series designed by Espen Øino.

KISS

€29,500,000

Fresh from a refit and listed with **Edmiston**, the 152ft Feadship has received a price reduction of €2,000,000. She has an upper deck owner's suite and a RWD interior.

DRIZZLE

€69,000,000

The 226ft Feadship has seen a hefty price cut of €7,000,000. She is listed for sale with **Hamilton Marine International** and has had a single owner since her delivery in 2012.

AMARA

$17,900,000

The 188ft Feadship has had a currency change and a price drop in the region of $4,500,000. Listed by **Y.CO**, the 1986 build underwent a $20 million transformation.

EZGY

€7,950,000

A €500,000 price drop has been announced for the 98ft Blaundus model after less than a month on the market. **Fraser** describes the steel boat as a "trawler explorer."

LOA 140' 1"
Beam 50' 6"
Power 2 x 200kW
Passengers
12 guests, 7 crew

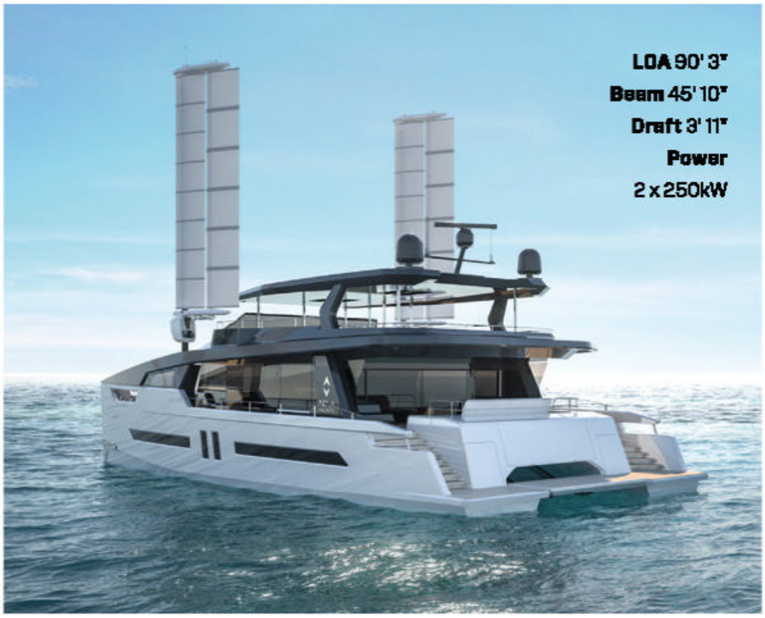
COOL CATS

Sam Fortescue **reveals the latest multihulls to make a splash and takes a look at what's on the designers' drawing boards**

▲ SUNREEF *43M ECO*

Polish catamaran builder Sunreef has just sold another 43M Eco – currently the world's second-largest sailing cat. Like the first hull, the second hull will feature the same innovative 60kW solar array and solar cells integrated into every available surface, from the hull to the rig, for impressive range under electric propulsion and almost limitless power for domestic comfort. In addition, the boat has an invisible aft garage for toys, fold-down wings and a vast beach club, which all combine to form what Sunreef has dubbed the Ocean Lounge. A huge flybridge can accommodate all 12 guests for daytime relaxation. ***sunreef-yachts.com***

PHOTOGRAPHY: SUNREEF YACHTS



LOA 90' 3"
Beam 45' 10"
Draft 3' 11"
Power
2 x 250kW

▲ ALVA YACHTS *OCEAN ECO 90 H2*

Alva Yachts has revealed to *BOAT International* that it is building the world's first 90ft fossil-fuel-free catamaran. The Ocean Eco 90 H2 will run off two electric motors connected to a 500kWh-plus battery pack, powered by the sun via 2,173 square feet of solar panels. It will also be fitted with Ayro's Oceanwings with sensors that will relay wind data to a computer, allowing to fine-tune the angle of attack and camber for best results. "This project would not be possible without our classification partner DNV, which has established new ground rules because this has never been done before," says Holger Henn, CEO of the German builder. *alva-yachts.com*

◀ PRESTIGE *M8*

A new flagship for Prestige's newly unveiled catamaran M-Line is nearing launch. The smaller M48 (shown at the Miami boat show) gave a preview of the builder's innovative thinking in this line, which it created with Garroni Design from top to bottom as a power cat (not a modified sailing cat) with interesting layout solutions. On the 65ft M8 motor cat, a full beam owner's cabin forms a lower half-deck forward, and there's space for up to four further guest cabins. A vast salon has extensive glass and stainless-steel detailing for a sophisticated loft feeling with options for a galley up or down. There's also a flexible flybridge and a forward lounge, and it is designed for economical cruising. *prestige-yachts.com*

LOA 65'
Beam 28'
Power 2 x Volvo
Penta D8 600hp
Top speed 20 knots

GAME CHANGER

Kevin Koenig finds out more about the New York Yacht Club American Magic's hydrogen support cat from Luca Santella, head of product strategy for Bluegame

What's the overall design focus for American Magic's chase boat?
The boat is very much like a Formula 1 car. Performance is the main priority. We chose a very sleek profile and an enclosed cockpit because we had to consider that the boat would be used many hours a day at high speeds.

We chose the catamaran design for two reasons. First, it was the best way to create space on board, and second because we are soon launching a Bluegame catamaran, which will debut at Cannes. With this America's Cup boat, we wanted to show what we can do.

Where did the idea for the hydrogen-powered support vessels stem from?
Team New Zealand decided this rule. The guy who wins the Cup makes the rules. And the Kiwis are very smart. They already had their own project going and decided to make everyone else do one as well.

Is the boat full carbon fiber?
Yes, 100 percent carbon. Weight was of main concern. The performance requests of the protocol were quite challenging, and it all starts with weight in that regard. Carbon fiber was an easy choice.

What are the key performance features of the boat?
At 23 or 24 knots it gets up on its foils and then goes up to 50 knots. It's partly a boat and partly an airplane, so we need a flight controller. We need software controlling the flight of the boat.

What is next for you and Bluegame?
We are very enthusiastic about our first catamaran yacht, the BGM75, and then there will be a smaller catamaran after that. Also, by 2026, we will have the first catamaran with hybrid propulsion – Volvo Pentas paired with hydrogen-electric generation. These are exciting times.

>>

LOA 68'
Beam 24' 6"
Power 2 x 850hp MAN i6
Passengers
8 guests,
2 crew

◀ HORIZON *PC68*

At the Palm Beach boat show, Horizon Power Catamarans showed its first PC68 model in an attractive Open Salon configuration plus an owner's cabin forward and three further guest cabins. The sundeck with exterior helm station is a sight to behold. It accommodates a 17ft tender, barbecue, bar, fridge and vast convertible dining area, plus a dayhead with shower. Most of the area can be enclosed with glass or isinglass, offering owners options on how to use the space. Speaking of options, a second PC68 currently in build features an alternate layout with an on-deck owner's suite. Following clients' requests for ever larger spaces, the builder has been looking at expanding its offering and while not ready to announce, hints that bigger things are coming soon. *horizonpowercatamarans.com*

GUNBOAT *70*

Reinvigorated and firing on all cylinders under new ownership, Gunboat has just unveiled a flexible sub-70ft model. The spec varies on a scale that runs from fast cruiser through to seat-of-the-pants rocket ship, with two rig choices. The mast has been moved aft for a bigger self-tacking J2 sail and a high-aspect main. There's no flybridge on this boat – just an aerodynamic coachroof that has been enlarged to take more solar panels. The salon is bigger too, and the accommodations are flexible, with the possibility of putting the galley down in a hull with a crew mess. *gunboat.com*

LOA 78' 8"
Beam 36' 5"
Power 2 x 175hp
Passengers
12 guests,
5 crew

▲ FOUNTAINE PAJOT *80*

Building a 79ft cat was a big step up for production yard Fountaine Pajot, so it has sought experienced naval architect Olivier Racoupeau's help to add some big-boat sparkle. He's brought ideas like drop-down bulwarks that create a port and starboard lounging area at anchor, a spa pool set into the bow, a well-equipped flybridge and epic toy storage. The overhangs are set with semi-transparent solar cells and the interior by Isabelle Racoupeau is about unostentatious luxury. There's room for up to six double cabins. *fountaine-pajot.com*

PHOTOGRAPHY: GILLES MARTIN-RAGET

LOA 92'
Beam 39' 4"
Power 2 x 420kW electric motors
Top speed 15 knots
Passengers 8 guests, 4 crew

▲ WIDERCAT *92*

The first hulls of Wider's five sold 92ft WiderCats have popped out of their molds in Ancona, Italy, and were transported by road to Wider's new building halls in Fano – some 13 miles away. They will first be joined, then united with the deck and superstructure, which are already molded. Painting is next, followed by the complex systems of this diesel-electric hybrid. The world debut will be in Cannes in September. *wider-yachts.com*

LOA 120' 7"
Beam 45' 5"
Draft 6' 7"
Power 2 x 340hp e-motors

▲ SILENT *120*

Flagships on this scale don't come quickly, especially not when they keep growing. What began as a sub-100ft electric cat is now over 120ft. To keep us hooked as the 2024 launch draws closer, Silent Yachts has released details of a sub and quadcopter designed to match the yacht. U-Boat Worx is behind the two-person Nemo sub, which can dive to 330ft. The aircraft is an adaptation of VRCO's XP4, due for regulatory approval in 2024. The "supercar of the skies" has vertical take-off and landing capabilities and room for four passengers. Both are electric and will recharge via the Silent 120's battery bank. *silent-yachts.com*

▲ LAZZARA *LPC 85*

After the unveiling of its UHV 87 motor yacht, *Sandro*, at the Cannes boat show, Lazzara Yachts, continuing with the theme of volume, reveals more details of its 85ft power cat. The space on board compares favorably with a 130ft monohull and includes a giant main deck salon that focuses on entertainment. The owner's suite is a thing of marvel – filling the 35ft beam of the lower deck with fold-down balconies on either side. Four more guest doubles have semi-open en suites that transmit light from hull windows. The outside space is epic, with a vast beach club, elegant main deck dining and a flybridge with a spa pool and sunpads. *lazzarayachts.com*

LOA 85'
Beam 34' 9"
Power 2 x 550 - 1,800hp
Top speed 20 knots
Passengers 10 guests, 5 crew

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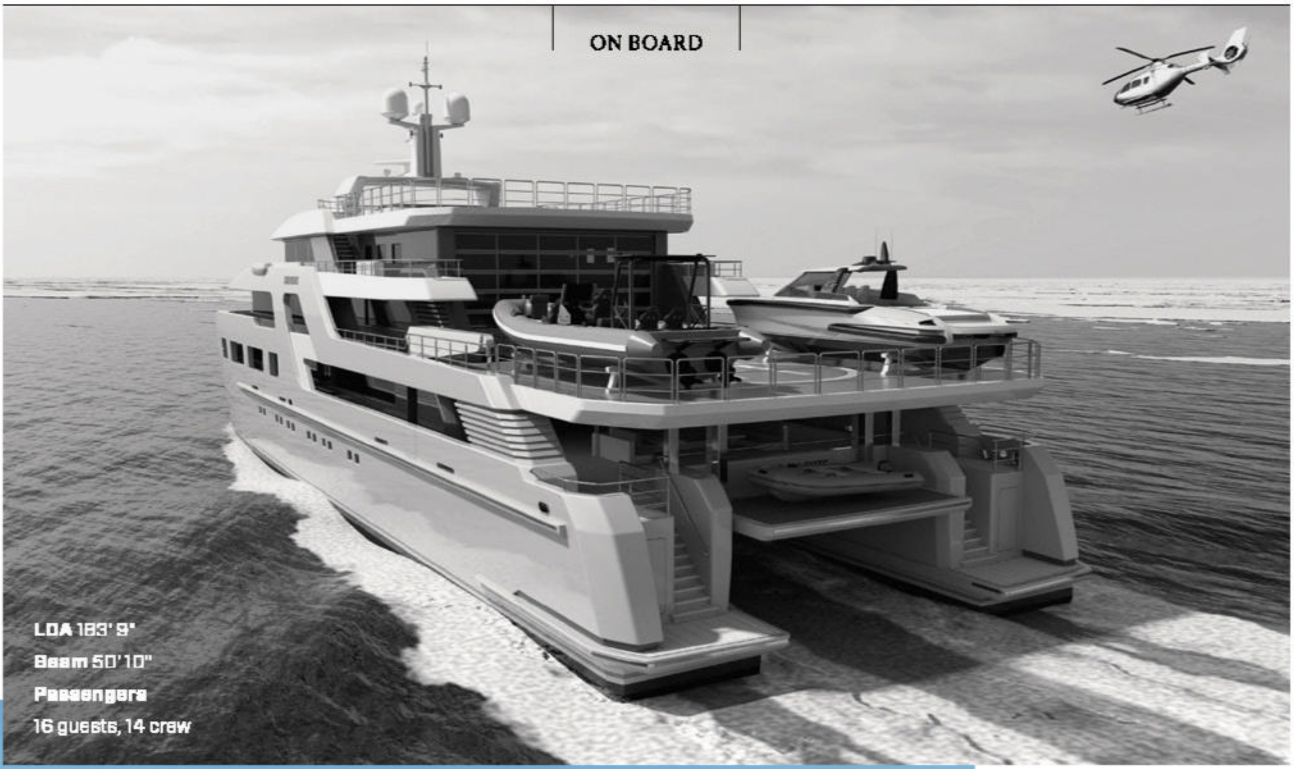
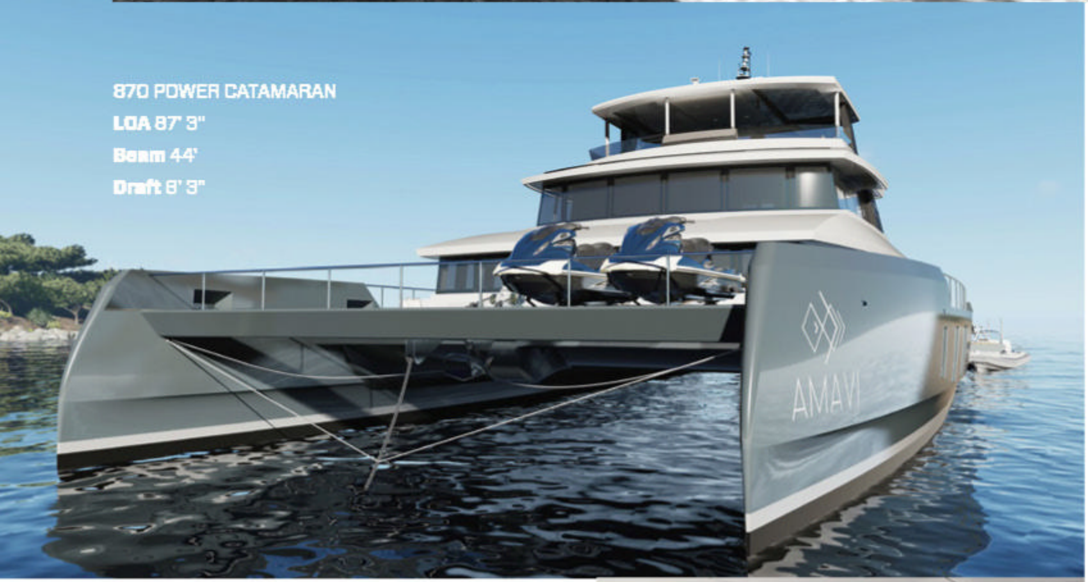


LOA 183' 9"
Beam 50'10"
Passengers
16 guests, 14 crew

▲ ECHO YACHTS

Australian support yacht specialist Echo Yachts has come up with a beast of a catamaran design that blurs the line between support boat and mothership. At 184 feet, it is designed around heli ops, with the capacity to carry three helicopters as well as a range of large tenders up to around 36ft and numerous other toys. Not that guest-level comfort has been neglected: there's a spa pool at the center of a foredeck entertainment zone, a private aft deck lounge, and a huge beach club around the drop-down platform. The interior is 100 percent customizable and can be skewed toward crew use or scientific, humanitarian and other special-interest missions. *echomarinegroup.com*



870 POWER CATAMARAN
LOA 87' 3"
Beam 44'
Draft 6' 3"

▲ TWO OCEANS

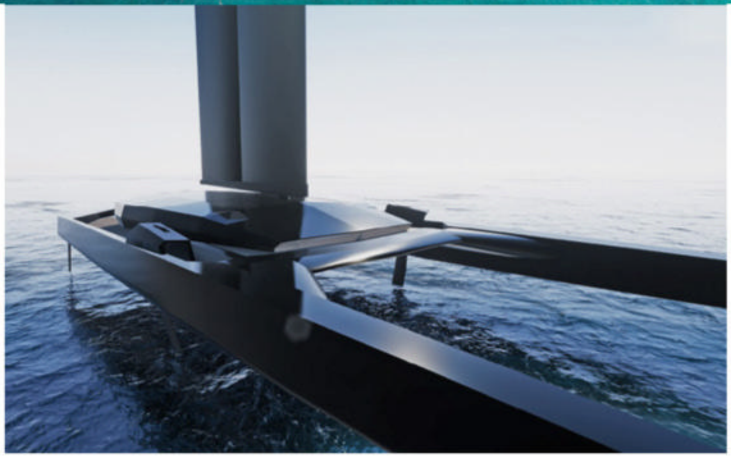
Florida-based HMY Yacht Sales has brought the skills of a prolific South African yard and designer to US shores as exclusive distributor for Two Ocean Power Catamarans in the US and Caribbean. The catamarans by Du Toit Yacht Design (one of South Africa's leading naval architecture firms and cat specialists) are built in high-tech composites by Two Oceans Marine in Cape Town. After the first 555 model, featuring an on-deck master with king bed, open plan main deck and room for eight guests, HMY began marketing larger models, including a 675 Power Catamaran and the 87ft Two Oceans 870 Power Catamaran. The first of these was a custom design for a client looking to cruise in the Seychelles, Mozambique and Madagascar and is currently in build. *hmy.com*

LOA 118' 1"
Beam 44' 11"
Draft 5' 3" to 18' 1"

Passengers
8 guests,
4 crew

BLACKCAT *36M*

Designer Malcolm McKeon and BlackCat founder Mitch Booth created a super-sleek 118ft catamaran concept for a specific owner and are now offering it alongside other models in the 98ft to 164ft range. There's barely a straight line on board; everything is curved and ergonomic. Compared to other BlackCats, there is a little extra height in the superstructure, plus solar panels and drop-down bulwarks aft. Naturally, it is a full-carbon build with performance to match – this one is predicted to sail at up to 30 knots, setting 7,000 square feet of carbon sails on its 148ft rotating mast. Retractable rudders and daggerboards promise tight wind angles and upwind speed as well as access to shallow waters. Electric propulsion and up to 50kW regeneration capacity will minimize fuel burn. There are four double cabins for eight guests. The boat would be built at Baltic Yachts with BlackCat consulting. *blackcat-superyachts.com*



NEMESIS

The team behind the outrageous 332ft Nemesis One foiling catamaran concept have somehow raised the stakes a notch or two further with a design that will hit 150 knots. This will be a 66ft power boat on hydrofoils, capable of accommodating six guests and three crew. Initial drawings resemble something out of *Star Wars* – all stealth angles in jet black. The contract is already in place for the design and build, according to Nemesis. *nemesisyachts.com*

ARTEXPLORER

Construction is proceeding apace on one of the world's largest sailing catamarans, the 145ft ArtExplorer, at The Italian Sea Group in Marina di Carrara, Italy. The owner of this unique vessel dreamed of a yacht-quality floating art gallery to bring art to new audiences around the world. Design is by French designers Axel de Beaufort and Guillaume Verdier. The latest update places ArtExplorer in the South of France by September 2023. *artexplora.org*

WILD WATER

BACK TO BASICS

Espen Øino may be the king of supercat design, but his personal multihull reveals a devotion to rugged adventure and stress-free simplicity, says *Risa Merl*

HULL OUT
A foiling cat hull was chosen for efficiency. Far left: an overnight cabin spans the two hulls. Top: main deck al fresco dining

"The whole concept was to do something that was the antithesis of what we normally do," designer Espen Øino says as we sit in the cockpit of the Vandal Explorer power catamaran, hurtling along the French Riviera coastline at 30 knots. Or should I say, flying along, as the boat is skimming over the water thanks to her foil-assisted hull. At 46ft LOA, made entirely from aluminum alloy, and with a purposefully simple design and pared-back interior, this little cat is certainly a departure from the stylish superyachts for which the Monaco-based designer is renowned.

Not that the Vandal Explorer isn't stylish in its own right. Inspired by the Land Rover Defender, she has the sort of rugged appeal that will catch the eye of yachting adventure lovers. "She looks a little like a work boat, but that's her identity. People will either love her or hate her," Øino says. "It's not for the market, it's for us... but people seem to get it." Playing popular is far from the point. The Vandal Explorer was dreamed up by Øino and Vandal Marine co-founder Ben Mennem for their own use, and the first two hulls, which debuted alongside each other at the Cannes Yachting Festival in September 2022, were built for them.

Mennem is also the co-founder of Tenderworks and the CEO of the MB92

>>

"I didn't want luxury. I got all the luxuries I need at home – this is glamping"

GETTING A LIFT The outboard-powered Vandal Explorer has a foil assist that partially lifts the hull out of the water, which reduces fuel consumption by 30 percent

La Ciotat refit yard. Øino designed a few Tenderworks tenders, and that's how they became acquainted. The men began talking about their ideal boat for their personal use: simple to operate, having as few moving parts as possible, open to the elements and, of course, fast. "It's what a sailor wants in a motor boat," Mennem says. "The idea was 'less is more.' We chose a multihull because it's intrinsically efficient."

Hull No 1 is Mennem's and hull No 2 is Øino's. The differences between the two boats are slight and most noticeable on the flybridge, where Mennem opted for a low racing car-style seat. "I wanted to feel laid-back, but it also protects me from the wind better," he says.

The Vandal Explorer was conceived as a simple boat that could be used for open-water trips around the Med, making the run from Marseille to Mallorca without breaking a sweat. But you could also see her on the deck of an explorer yacht and taken further afield, or being used as a sailing superyacht's chase boat in regattas. The cat can also be customized for diving or sportfishing. "With an alloy boat, it's really easy to change and customize things because there aren't any molds; we're just using a CNC cutting machine," Mennem says.

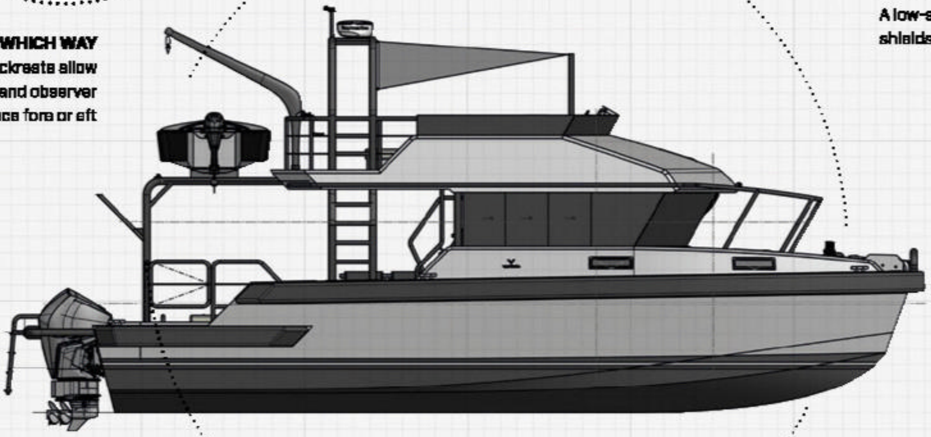
She has one cabin for overnight stays, which is sparse with just enough space for a bed and bathroom. Hull windows slide open to take advantage of the natural sea breeze in lieu of air conditioning. As part of the devotion to simplicity, there is no air con unit on board. "I didn't want luxury," Mennem says. "I got all the luxuries I need at home – this is glamping." And to make that a literal reference, he plans to fashion a pop-up tent on the flybridge, like you might see on a safari Jeep, so his children can "camp out" when they stay on board.

Keeping things simple applies to the operational side of things as much as it does to the design. There is no bow thruster – and no need for one thanks to the DPS power control system. Even the foiling element was designed to have a limited number of parts. "A traditional foiling system would have multi-foils," explains the Vandal Explorer's naval architect, Scott Jutson. "We can actually get better performance with only one foil on the Vandal because everything you can eliminate on the boat helps reduce drag."

Jutson cut his teeth designing racing sailing boats, then power cats. After moving to Canada in 2005, he found a market for aluminum catamaran work boats, then began adding foils to the cats in 2008. "There's no difference between the Vandal Explorer and a commercial boat, except for the fit and finish," he says.

EITHER WHICH WAY
Adjustable backrests allow the helm and observer seats to face fore or aft

DRIVER'S SEAT
A low-slung helm station up top shields the driver from the wind



LIFE'S A BEACH
A wide platform between the outboards makes it easier to launch toys

SPECS

LOA 45' 11"
Beam 14' 5"
Draft 2' 4"
Displacement (full load) 12.5 tons

Power 2 x Yamaha XTO 425hp
Fuel capacity 333 gallons
Top speed 43 knots
Passengers: 14

Twin engines give a total of 850 horsepower. At 18 knots, the boat gets onto a plane and the foil kicks into action, lifting the two hulls 12 to 16 inches. That means 35 percent of the boat is lifted out of the water. "Seeing the yacht in profile, you wouldn't necessarily know the foil is even there," Jutson says. She might not look like she's hydrofoiling, but the performance gains are there, with a 30 percent reduction in fuel consumption. Zipwake interceptors control the trim.

The ride is incredibly smooth. Flying along at 32 knots, we make a hard turn and it's barely perceptible. Øino's captain, Hanno Vietor, says 27 knots is a nice cruising speed. The captain also describes the yacht's user-friendly nature. "The joystick control makes docking easy – if you can play a PlayStation, you can dock this boat," he says. "It's good for solo operation." An owner operator would have fun at the helm as well, as Mennem and Øino can attest.

Oino put his own Vandal Explorer to the test by using it in Capri for a few weeks last summer and running it with his son to Cannes in time for the September yacht show. Time with family out on the water, going on adventures and soaking up nature without the trappings of typical superyacht luxury is really what this boat is about. "It's not about showing off – it's about keeping things simple and enjoying where you are," Øino says. □

BEHIND THE MAGIC

NYYC American Magic's *Terry Hutchinson* assesses the playing field for AC37

America's Cup 37 is in full swing, with all teams following their chosen pathways for development. Defender Emirates Team New Zealand is working with two AC40s; Challenger of Record INEOS Britannia, an AC40 and LEQ12 test boat; Alinghi Red Bull Racing, an AC75 (ex-TNZ boat one) and an AC40; Luna Rossa Prada Pirelli, an LEQ12; and NYYC American Magic, the AC75 *Patriot* and, as of this writing, one of two AC40s, *America*. Finally, a new/old team from France: Stéphane Kandler's K-Challenge/Team Orient Express has returned after a long hiatus. K-Challenge's last appearance in the America's Cup was AC32 in 2007. Veteran Bruno Dubois will lead the design and operational side, and the rumor is Franck Cammas will bring a wealth of experience from his Volvo Ocean Race win. The French team has purchased a design package from Emirates Team New Zealand, which serves a couple of purposes, including helping to fund the Defender. As a competitor, I find it annoying that a team supports the Defender financially. I understand it, but that does not mean I have to like it! The silver lining is we get to see the Defender's equipment in race mode.

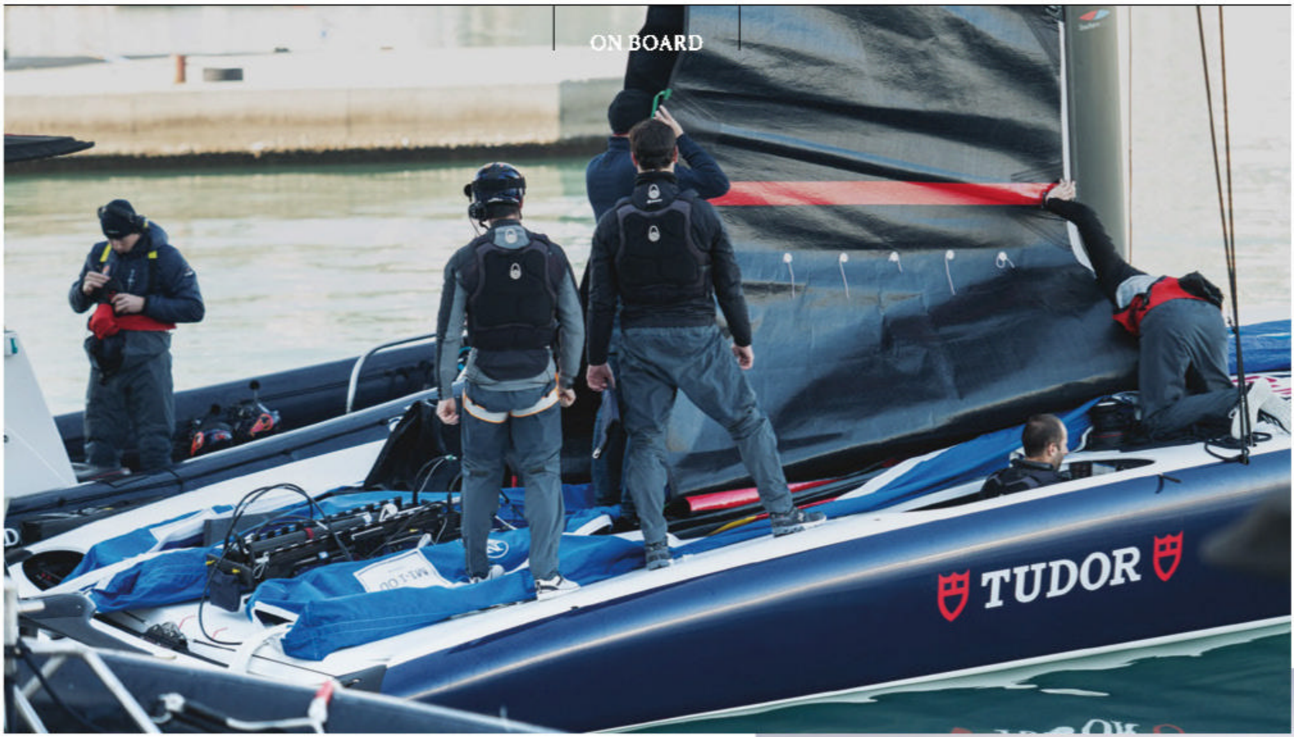
Top: *Te Kākahi* (Maori for orca), the Defender's newest AC40 test boat. Left: INEOS Britannia has been training on its AC40 in Palma following the capsize of its LEQ12

As I reflect on AC36 and think about our pathway of development through the Mule (our original test boat) and then into an AC75, I find it interesting that we are the only team from AC36 currently developing at full scale. The LEQ12 test boat has unique features and limits. It cannot be bigger than 40ft, and while the rules allow building a total of four test foils, it is challenging to scale from 40ft to an AC75, to say nothing of other areas of development, like the sails and system tuning.

As an observer/competitor, I would give the Italian team high marks for the execution of its LEQ12. Following their AC36 debrief and the hull development for AC37, the result is very refined. The team has done good work in foil development and continues to modify flaps to understand their impact on straight line performance. The team's sail program is also very refined and well executed. The recon reports do a good job of drawing your attention to the changes. We take in as much as we can from pictures and video, but the subtlety of the development is hard to pick up.

INEOS Britannia has been developing a heavily sensored LEQ12, which is as

PHOTOGRAPHY: NYYC AMERICAN MAGIC; ADAM MUSTILL/AMERICA'S CUP; UGO FONOLLA/
AMERICA'S CUP; IVO ROVIRA/AMERICA'S CUP; ALEX CARABI/AMERICA'S CUP



much science experiment as it is sailboat. INEOS's partnership with the Mercedes F1 team is on full display. Rumor has it a design team 140 strong is learning about sailboats, and from what the recon observations reveal, the LEQ12 is impressive. Slightly larger wings should help the scaling challenges and yet what is on display is a lot of learning. The capsize that caused test boat *T6* to go upside down (or "turtle") and nearly sink in February – fortunately not resulting in any injuries – turned out to be just a minor setback. An AC40 was on standby for Team INEOS to begin training while the LEQ12 is in the shed undergoing repair work.

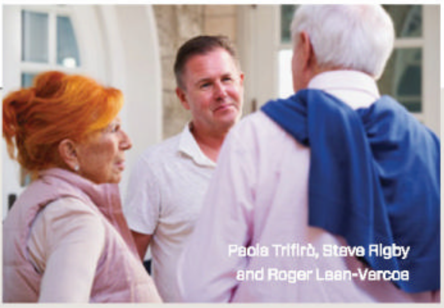
PIRELLI
WOOLMARK
PANERAI
Unipol GROUP
LUNA ROSSA

AMERICAN MAGIC

Top: Alinghi Red Bull Racing team's AC40 is its backup for when its AC75 is out for maintenance. Left: the Luna Rossa Prada Pirelli team is testing the waters with a LEQ12. Above right: NYYC American Magic's first AC40 is christened *America*

Alinghi Red Bull Racing is a new/old team. The winner of AC31 and AC32 stepped away following its deed of gift match defeat to Oracle in 2011. The team has chosen full-scale development, having purchased Team New Zealand's boat one from AC36. It's a smart decision; while deep in foiling experience through the GC32 racing tour, Alinghi is new to AC75. However, the design team is in deep with naval architects Botin Partners and has leadership in Brad Butterworth, who brings his experience from winning AC 29/30/31/32.

I'm not sure I have an opinion about which side I would prefer in AC37; on second thought, I would always prefer Defender as that means we'd have already won! The only constant in the America's Cup is change. Our ability to adapt, move forward and stay focused will enable us to be successful. That we can control! □


Paola Trifirò, Steve Rigby and Roger Lean-Vercoe

Left: Nina and Kim Vibe-Petersen.
Below: West Duker

DELIBERATION ISLAND

The esteemed judges of the World Superyacht Awards 2023 descended on Bermuda for a weekend to whittle down the worthy winners

Below: Richard Raper,
Jill Dill and Helen Porter

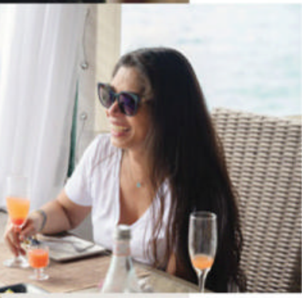
Below: Bill Duker, Marco Vögele,
Francesca Rickenbach and West Duker

Left: Victor Muller.
Below: Ilia Rigas and
Kim Vibe-Petersen.
Below right: Ilia Rigas

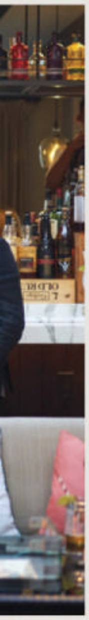
Francesca Rickenbach
and Marco Vögele

Emily Vafias

Salvatore Trifirò

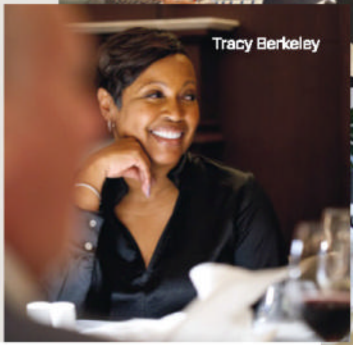


Above: Jennifer Österlund.
Left: Jennifer Österlund, Helen Porter, Nina Vibe-Petersen, Francesca Rickenbach, Kathleen Brown, Emily Vafias, Annette Muller and Charlotte Harris



Helen Porter and Bill Duker

The judges at work



Tracy Berkeley

Above: Matt Voorhees

With special thanks to the Bermuda Tourism Authority

Superyacht Design Challenge 2023

The finest minds in superyacht design fought for glory at this year's Superyacht Design Festival in Cortina d'Ampezzo, Italy. Inspired and judged by keynote speaker Cynthia Halley, art director at Marvel Studios, they were asked to pen a yacht for a superhero or a supervillain… in just one hour

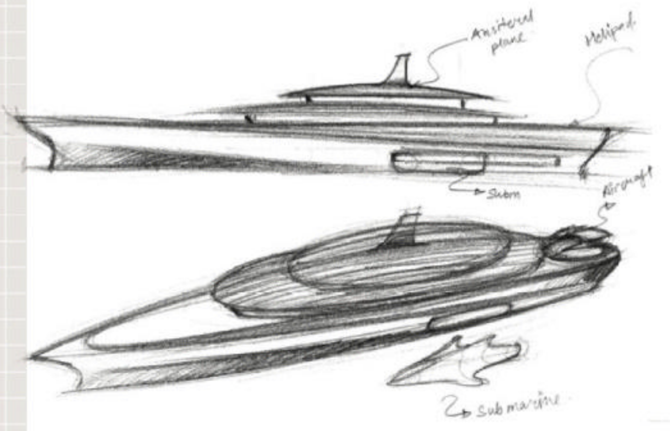
The brief:

Whether a supervillain or a superhero, your client wants a yacht with these core features:

- An LOA of roughly 230ft
- At least two tenders/air tenders or other toys
- Connectivity: how will they communicate with their evil network or the Gotham City Police Department?
- A spectacular owner's suite for recharging after a grueling day of mayhem
- A meeting space that works for one to 20 cronies

Consider their character, occupation, hobbies, and lifestyle: do they have an outfit for every occasion? A sidekick who requires their own accommodation? Or an adored pet? Are they a party animal who needs space to socialize, or a loner who needs a private workspace with excellent sound insulation? Consider the powerplant and fuel. Do they need to travel discreetly and fast – or are they committed to eco-friendly propulsion?

THE HEROES

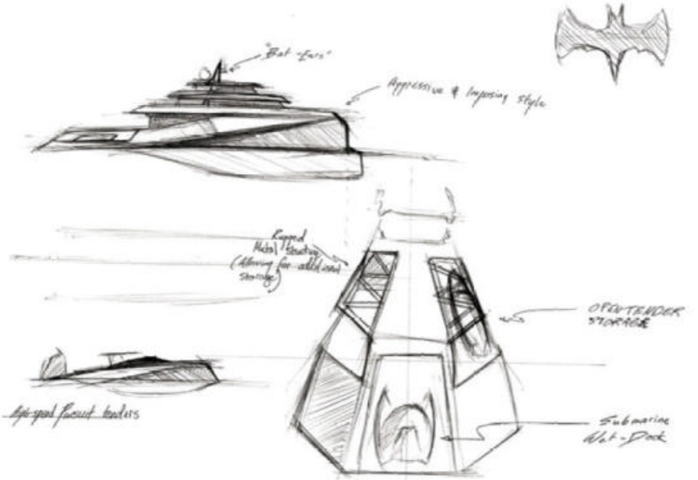

Ancestral plane
Helipad
Subm
Aircraft
2 submarine

Pray For Me

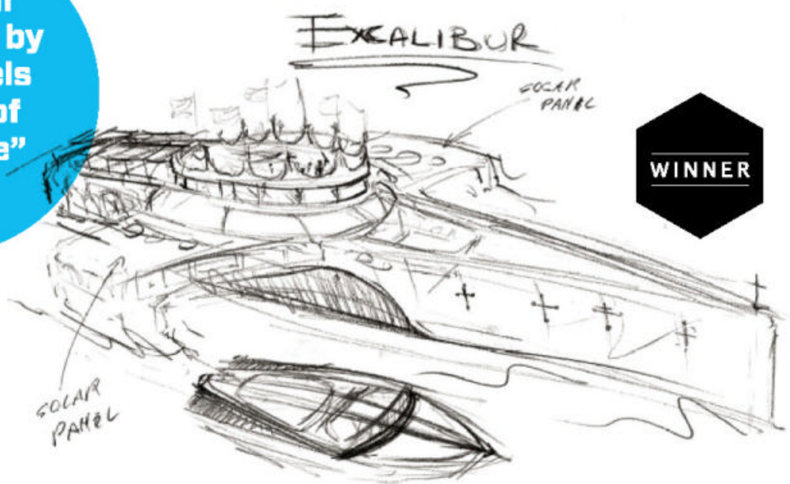
Samyak Khobragade
THE DESIGN Black Panther's yacht combines modern facilities with ancient wisdom. Primed for relaxation but action-ready, it boasts a helipad, weapons systems and an invisibility shield.
STAR FEATURE
A ceremonial ground on board allows Black Panther to visit his father on the ancestral plane.

Night Stalker

Louis-Charles Possover
THE DESIGN
This explorer yacht commissioned by Batman has a "raw, aggressive and imposing" aesthetic.
STAR FEATURES
There's plenty of space for toys and gadgets, plus side recesses from which tenders can be launched super-fast.


"Bat-Ears"
Aggressive & Imposing style
Rugged Metal Structure (Allowing for additional Storage)
High-speed Pursuit tenders
OPEN TENDER STORAGE
Submarine Wet-Dock

> **"Excalibur is powered by solar panels and love of the people"**
> Filippo Rossi


EXCALIBUR
SOLAR PANEL
SOLAR PANEL

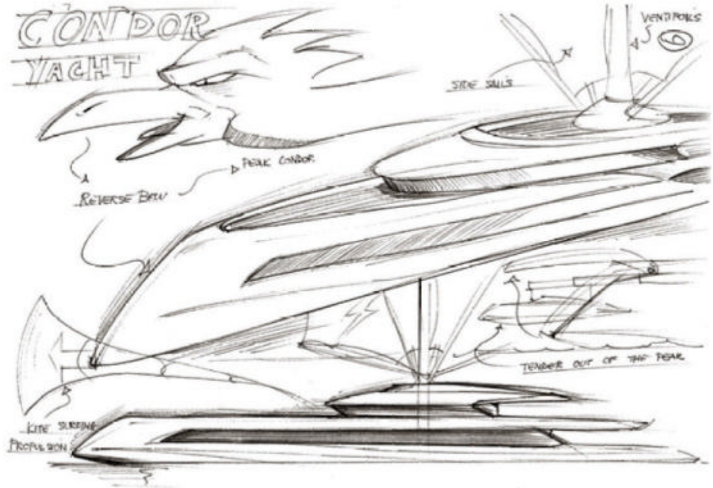
WINNER

Excalibur

Filippo Rossi, Rob Armstrong, Jim Robert Sluijter
THE DESIGN King Arthur is ready to go wherever there are problems. His trimaran, in the shape of a sword, is fast, safe and respects the environment.

STAR FEATURES The transom drawbridge will garner attention in port, as will a vast crown that sits above the meeting room where "wise heroes will fight the enemies of humanity" – using words, not force.

THE VILLAINS


CONDOR
YACHT
VENTIPORTS
SIDE SAILS
PEAK CONDOR
REVERSE BOW
TENDER OUT OF THE PEAK
KITE SURFING
PROPULSION

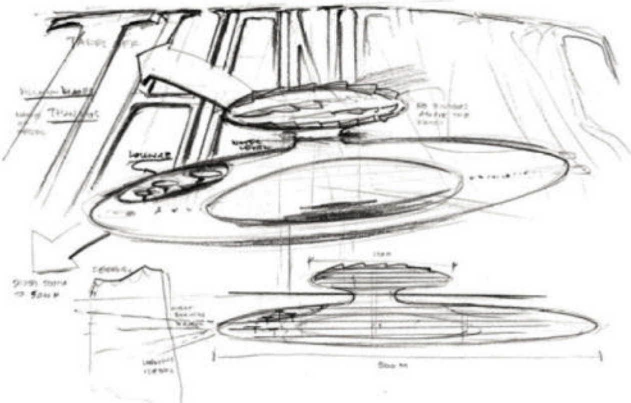
> **"It's the Dolomite killing condor and he is very, very naughty"**
>
> Hans-Martin Bals

El Condor

Mike Brandt, Stefano Vafiadis, Bart de Haan, Jerry Lakeman, Hans-Martin Bals

THE DESIGN El Condor is a man-eating bird that the team "strongly believes" inhabits the Dolomites. The yacht is partially sail powered, since El Condor doesn't have the income for huge fuel bills (being a bird).

STAR FEATURES The yacht's reverse bow resembles a condor's beak, which opens to fire upon enemies. Primary propulsion will be "green nuclear".

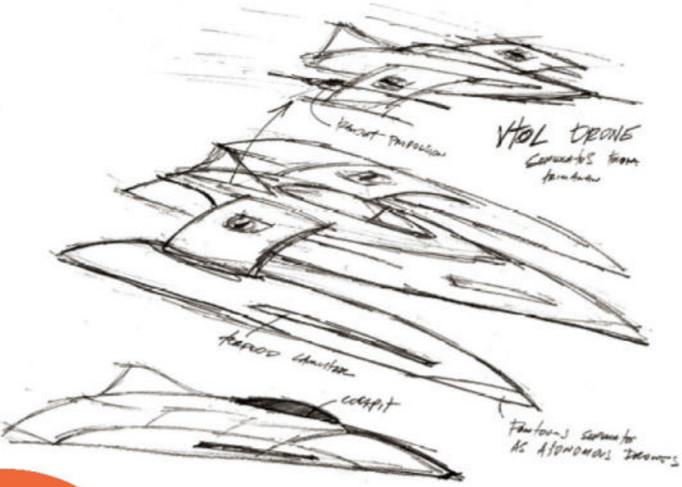


Thanados

Tim Gosling, Jozeph Forakis, Isabella Knappe, Luiz De Basto

THE DESIGN In-build for Hades, god of the underworld, the yacht is designed to melt the ice caps.

STAR FEATURES With a device for "decapitating" icebergs, it resembles an iceberg itself, with a low profile but a vast interior below the waterline.


VTOL DRONE
separates from trimaran
TORPEDO LAUNCHER
cockpit
Pontoons separate AS AUTONOMOUS DRONES

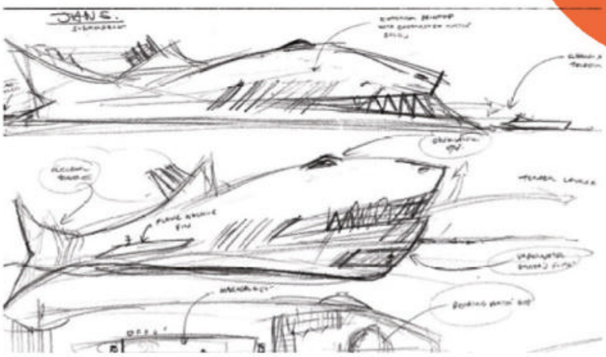
Phantom Cat

Michael Bagdonas, Theodoros Fotiadis, Jiri Toker

THE DESIGN A villainous trimaran that seperates into a flying drone and two pontoons that become autonomous submarines/torpedo launchers.

STAR FEATURE Drones scope the area a few miles ahead, then return and reassemble into the mothership.

> **"The lead time is short because you don't want an angry villain"**
>
> Charles Dance



Project Shark

Eleonora Pitasso, Ed Beckett, Greig Jolly, Charles Dance

THE DESIGN A platform that villains can tailor. "The lead time is shorter, and you can customize it to your own needs based on the villainy you want to do."

STAR FEATURES The semi-submersible shark-inspired design includes a heli-hangar in a clam shell, forward-looking owner's cabin in the mouth of the shark, a piranha tank under the conference table, an escape pod in the dorsal fin, torture chamber/massage room – "again flexibility" – plus a small nuclear reactor allowing fish tail propulsion.

ON BOARD Edit

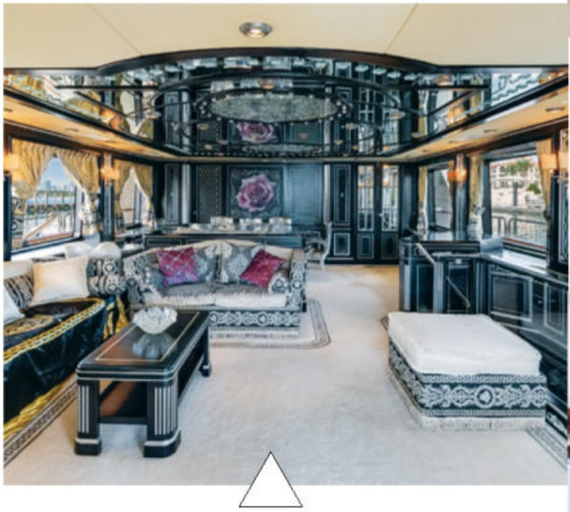
YACHTS BY FASHION DESIGNERS

MAÌN

For his second superyacht, Giorgio Armani didn't just design the furnishings, he conceived the entire look, inside and out. The antithesis of the bright white superyacht, this 213ft Codecasa reflects Armani's ethos of understated luxury with a homey subdued interior featuring natural birchwood.

FREEDOM

Decorated in vibrant hues and animal prints, the 89ft CCN bears the undeniable stamp of her owner, Roberto Cavalli. The yacht was inspired by *Batman*, says the fashion designer, with aggressive exterior lines and a luxurious interior as flamboyant as the designer himself.



RUTLI E

She may be the sixth hull in Benetti's Tradition 100 series, but she is truly one of a kind thanks to her Versace interior. Against an ebony teak backdrop, the patterned furniture and carpets, glittering lighting and gold fixtures have an opulence that could only be the work of this glamorous fashion label.

FLAG

Tommy Hilfiger turned to Chahan Minassian, who spent seven years as Ralph Lauren's creative director for Europe, for his 204ft Feadship's interior, which reveals a subtle palette of sophisticated materials. To this restrained decor, Hilfiger added his emblematic accents of red, white and blue. At the time of writing, she's for sale and available to charter via Burgess.

PHOTOGRAPHY: COURTESY OF BURGESS/JEFF BROWN/BREED MEDIA; BENETTI; GIOVANNI MALGARINI; ALESSANDRO BRAIDA

WORDS KATE LARDY

BOAT
WORLD
SUPERYACHT
AWARDS
2023 NOMINEE

INGENIOUS SOLUTIONS

The Van der Valk custom promise is being taken to new heights on the beautiful Blue Jeans. Bespoke innovations on this 34-metre raised pilothouse include high ceilings, dive-board balconies in the main deck lounge, glass bulwarks for enhanced views, a recessed chill-out zone in the forepeak and much more besides. Both the exterior and the interior design are coming from the boards of Guido de Groot Design.

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Boat Life

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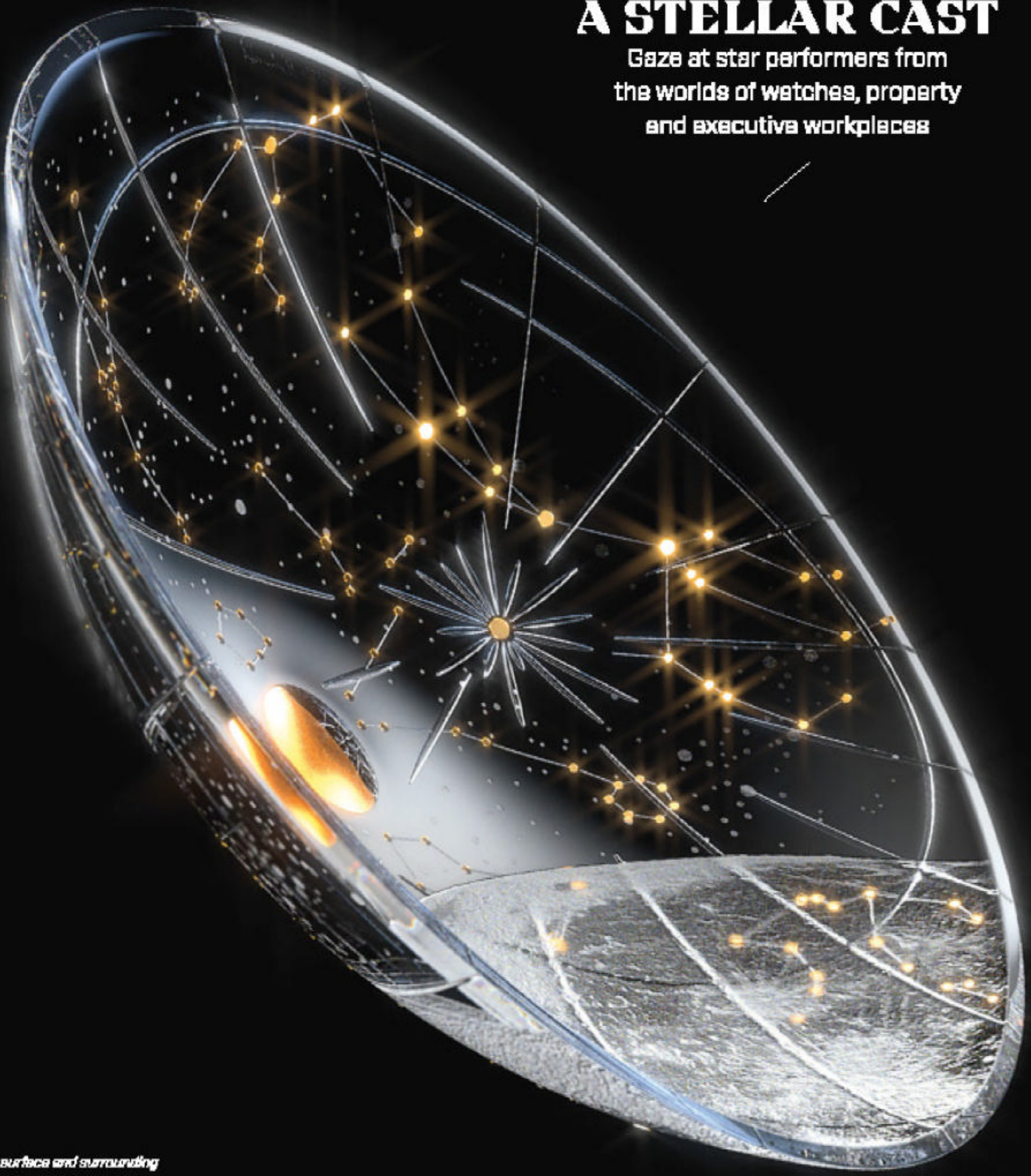
A STELLAR CAST

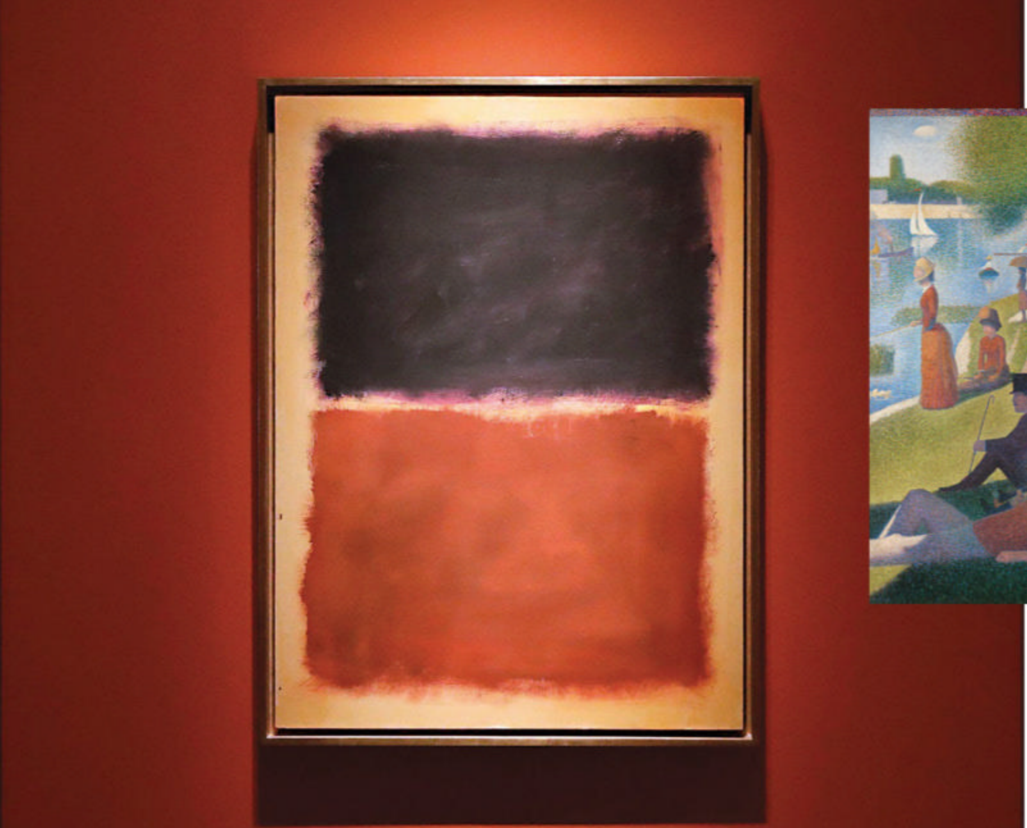
Gaze at star performers from the worlds of watches, property and executive workplaces

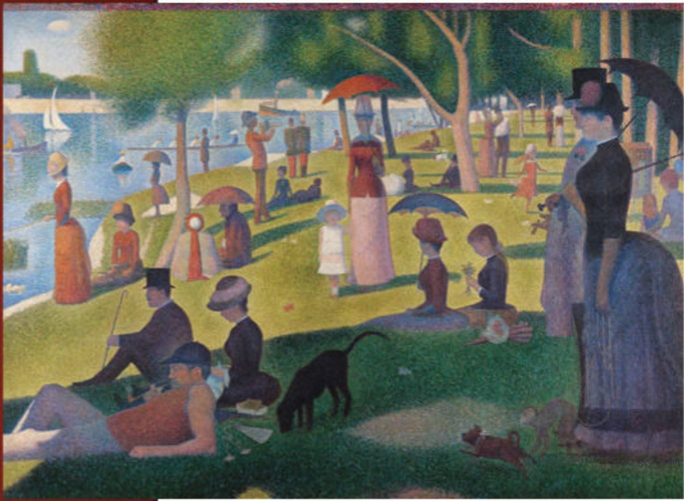


The moon's surface and surrounding constellations are hand-engraved into crystal by House of Waterford artisans in the Stellar Lunar Low Bowl. $11,000, waterford.com

PHOTOGRAPHY: COURTESY OF WATERFORD CRYSTAL

EDITED BY Belle Rice





The art of security

From vanishing classics to convincing fakes, the world of onboard art is rife with murky intrigue. *Claire Wrathall* shines a light on the real deal

The 238ft Lürssen *Coral Island* was moored in France, in Antibes' Port Vauban undergoing repairs in March 1999, when a portrait by Picasso of his lover, Dora Maar, disappeared from one of the suites. A professional art handler had been hired to remove the owner's art collection – which included not just *Buste de Femme*, as the work was known, but another Picasso and a Matisse – for safekeeping. From their secure fixings in the salon, they were moved, carefully wrapped and crated, to a cabin with a lock but no alarm. When the art handler returned to collect them five days later, *Buste de Femme* had vanished.

It is not the only important painting to have gone missing from a yacht. Three years later, in similar circumstances, *Le Nu au Bouquet* by Marc Chagall disappeared from a yacht in Savona, Italy.

Fortunately, both were subsequently recovered. The Chagall turned up in a house in Turin 11 years later, and two of the yacht's crew were arrested and charged. And in 2019 a Dutch detective, acting on a tip that the Picasso was being used as collateral in drugs and arms trades, tracked down the painting. Its last "owner" escaped prosecution on the grounds that he had volunteered its whereabouts, and the painting was returned, wrapped in a black trash bag.

Top left: the forged Mark Rothko painting sold to Domenico De Sole for $8.3 million. Top right: *A Sunday Afternoon on the Island of La Grande Jatte* by Georges Seurat. Right: a painter at work in Dafen, a Chinese village that has produced many convincing oil paintings

With 24-hour security and sophisticated climate control and alarm systems, a superyacht may seem like a safe place to keep fine art. And mostly it is. In terms of risk, art is no more likely to be stolen from a yacht than the boat is to sink. Both are eventualities, but thankfully rare.

"Certainly, you must take steps to protect [your art]," the financier, yacht owner and collector Raffaele Costa once told me. "And you must take care to invite on board only people who don't destroy things." Or steal them. But if the worst happens? "That's what insurers are for."

Statistically, however, claims are much more likely to arise from damage caused by poor packing, clumsy handling, faulty installment or a freak accident – a cork can exit a champagne bottle at speeds of up to 29mph – than theft. As Robert Read, head of art and private clients at the international insurance specialist Hiscox, points out: "Looking at claims over a 20-year period, only about 25 percent result from theft." And a painting is always going to be more vulnerable in a house than it is on a well-secured boat at sea.

But that is not to say the art world isn't bedeviled by crime. Interpol's Stolen Works of Art database currently lists 52,000 artworks – 20th-century masterpieces tend to be what thieves are after. Most will never be recovered.

PHOTOGRAPHY: AP PHOTO/PATRICK SEMANSKY/ALAMO STOCK PHOTO; GEORGES SEURAT (FRENCH, 1869–1891), A SUNDAY ON LA GRANDE JATTE – 1884, 1884–6, OIL ON CANVAS, 207.5 X 308.1 CM (81.75 X 121.25 IN). ART INSTITUTE OF CHICAGO, CHICAGO, ILLINOIS. PHOTO BY VCG WILSON/CORBIS VIA GETTY IMAGES; RAUL ARIANO/NURPHOTO VIA GETTY IMAGES; OLI SCARFF/GETTY IMAGES; PATRICK MCMULLAN/PATRICK MCMULLAN VIA GETTY IMAGES; RICHARD DREW/AP/SHUTTERSTOCK

Indeed, according to the US Department of Justice and UNESCO, art crime – which it defines as theft, fraud, looting and trafficking – is the third-highest-grossing criminal trade after drugs and arms. Marc-André Renold, UNESCO's chair in the international law of the protection of cultural heritage, notes that the black market is flourishing, due to "shortcomings in legislation, complicity in the sector, an increase in looting in countries in conflict situations and the development of online sales platforms" – all driven by "the keen interest of buyers" who want to believe the art they are buying is being sold legitimately.

Take fakes. It is not unusual for yacht owners, wary of humidity, heat and guests, to commission near-indistinguishable copies of the art they own so they can enjoy them on the water. Nothing wrong with that, of course, but if you admire something, and its owner offers to sell it to you, take note. It is critical they produce a cast-iron provenance, what Special Agent Brian Brusokas of the FBI's art crime team defines as a "chain of custody on each piece to find out where the art came from originally. Was it obtained directly from an estate, for example? This information provides a way to double-check the piece's history instead of relying on the certificate of authenticity."

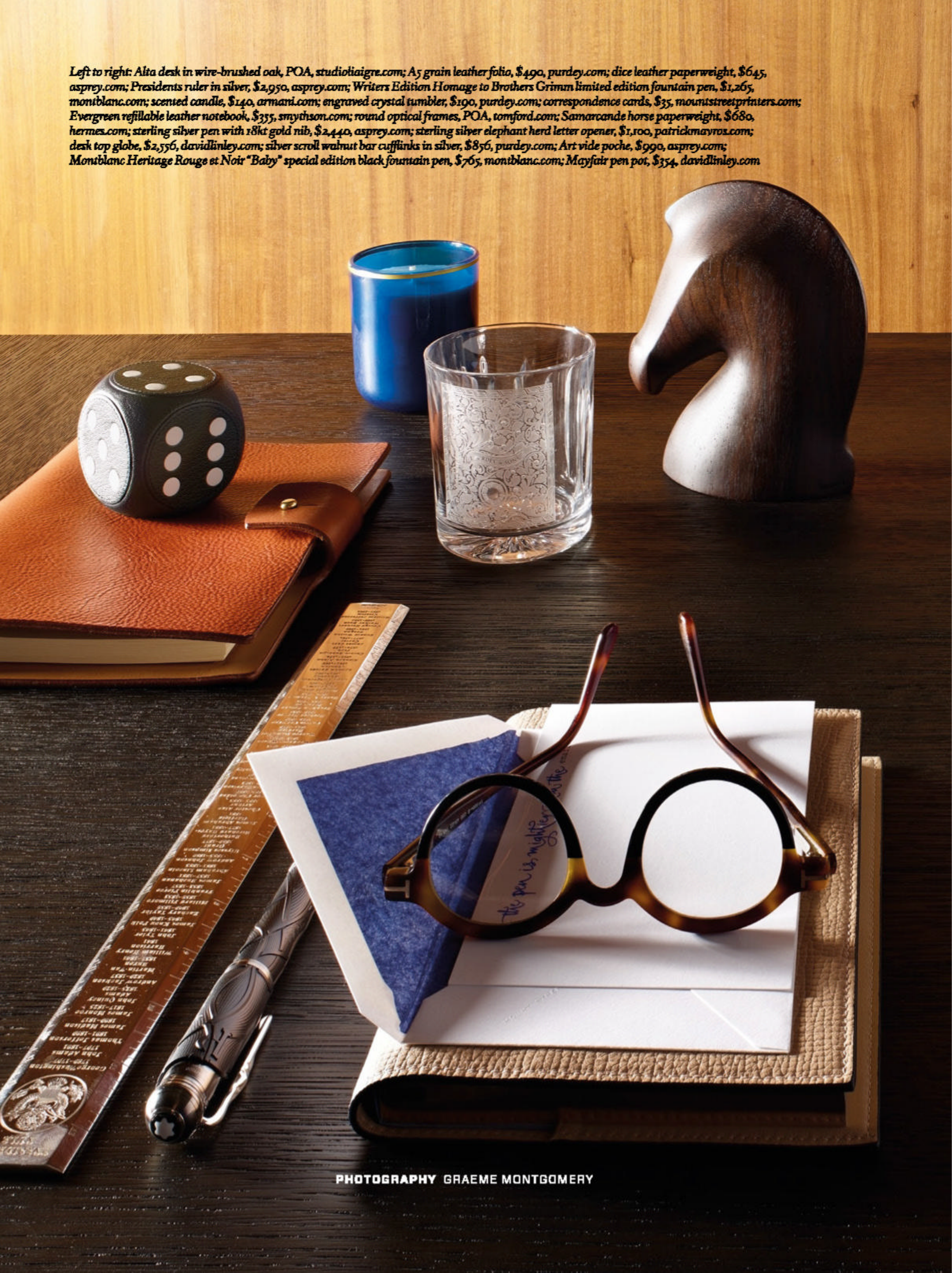
Brusokas was instrumental in breaking a counterfeiting ring that was supplying unscrupulous dealers with prints bearing "false numerical and other markings" that ostensibly authenticated them as works by Chagall, Salvador Dalí, Joan Miró and Andy Warhol, whose signatures they bore. He advises prospective buyers to research the dealer carefully, be wary of those who only sell online and, if in doubt, seek guidance from the artist's foundation or studio.

Top: London's White Cube. Left: Andy Warhol and Jean-Michel Basquiat collaborated on 16 canvases. Below: fraudster Inigo Philbrick was arrested in Vanuatu in 2020 and brought to justice in New York last year. When asked by the judge what his motivation had been, he replied, "the money, your honor"

Even a respectable-seeming CV should not be taken at face value. Inigo Philbrick, a young American art dealer, had what looked like an exemplary résumé. He had worked at the blue-chip gallery White Cube, rising to head of secondary sales, and had so impressed its founder, Jay Jopling, that Jopling invested in the gallery Philbrick set up, which handled works by the likes of Jean-Michel Basquiat, Donald Judd, Yayoi Kusama, Rudolf Stingel and Christopher Wool. Philbrick would sell the same work of art, as well as fractional shares totaling more than 100 percent, to multiple investors, using the works of art as collateral on loans in a kind of Ponzi scheme. He is now serving a seven-year jail sentence, and Jopling declared himself "hurt, saddened and betrayed."

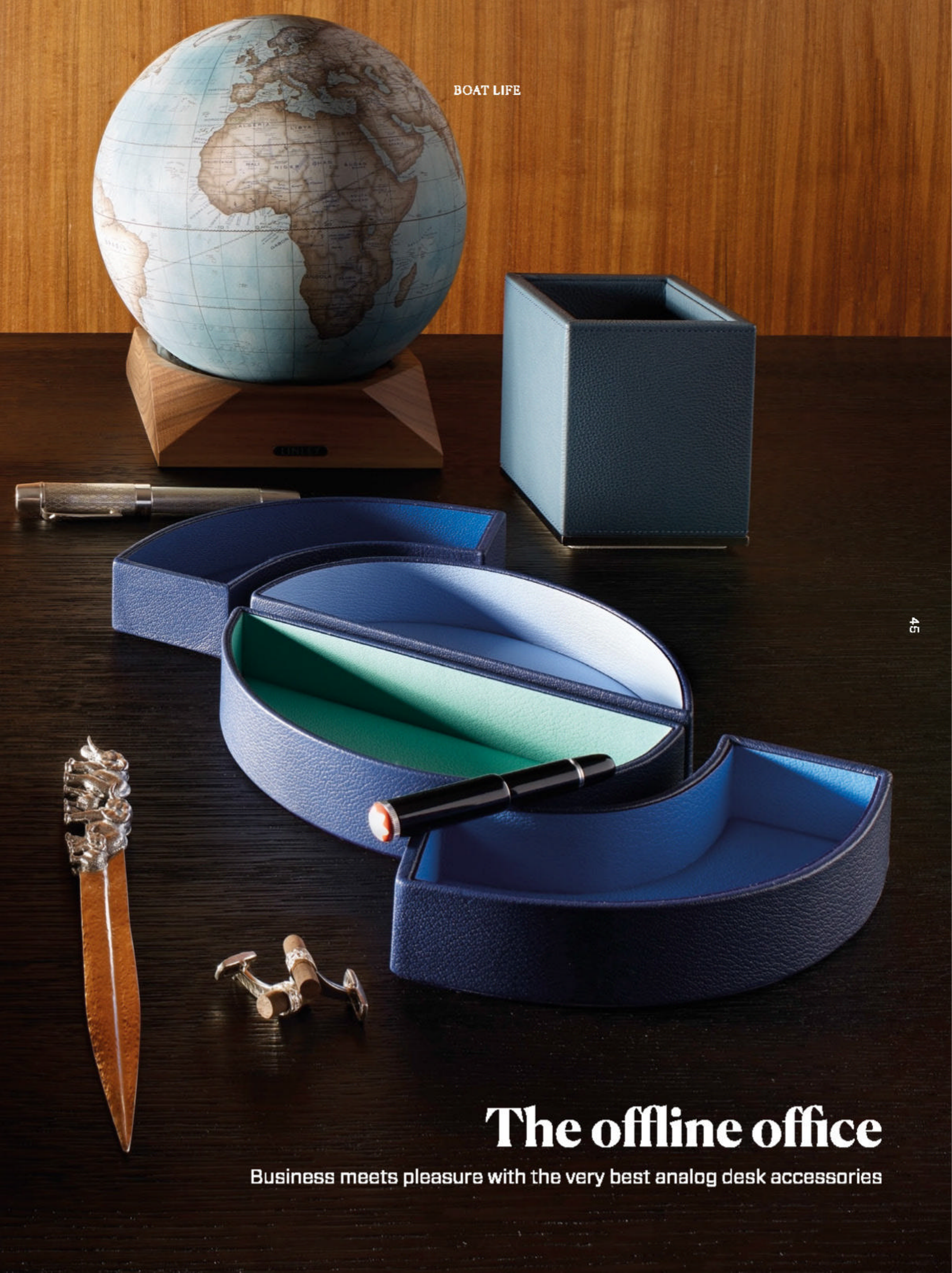
A reputable gallery will have done its due diligence and will stand by its clients and the artists it represents. If someone is duped, it will seek to redress the situation. In May 2022, for example, the Pace gallery pressed charges against the owner of a drawing it had bought for $2 million, believing it to be the work of the 19th-century pointillist Georges Seurat. The drawing had been brought to them by a man named Jean-Pierre Seurat, who purported to be the artist's grandson. The gallery later discovered the artist had no grandchildren. The case is ongoing.

An auction house or a gallery whose name you know is one that can't afford to lose its reputation. Sotheby's sold a painting it believed to be the work of Frans Hals, and when it turned out to contain modern pigments, the auction house rescinded the sale, reimbursed the client in full and sued the vendor. But never forget that all-important maxim: *caveat emptor* (buyer beware)! □



Left to right: Alta desk in wire-brushed oak, POA, studioliaigre.com; A5 grain leather folio, $490, purdey.com; dice leather paperweight, $645, asprey.com; Presidents ruler in silver, $2,950, asprey.com; Writers Edition Homage to Brothers Grimm limited edition fountain pen, $1,265, montblanc.com; scented candle, $140, armani.com; engraved crystal tumbler, $190, purdey.com; correspondence cards, $35, mountstreetprinters.com; Evergreen refillable leather notebook, $355, smythson.com; round optical frames, POA, tomford.com; Samarcande horse paperweight, $680, hermes.com; sterling silver pen with 18kt gold nib, $2,440, asprey.com; sterling silver elephant herd letter opener, $1,100, patrickmavros.com; desk top globe, $2,556, davidlinley.com; silver scroll walnut bar cufflinks in silver, $856, purdey.com; Art vide poche, $990, asprey.com; Montblanc Heritage Rouge et Noir "Baby" special edition black fountain pen, $765, montblanc.com; Mayfair pen pot, $354, davidlinley.com

PHOTOGRAPHY GRAEME MONTGOMERY



The offline office

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A slice of the Big Apple

Prices are hitting new heights in a luxury property market that never sleeps, discovers *Ruth Bloomfield*

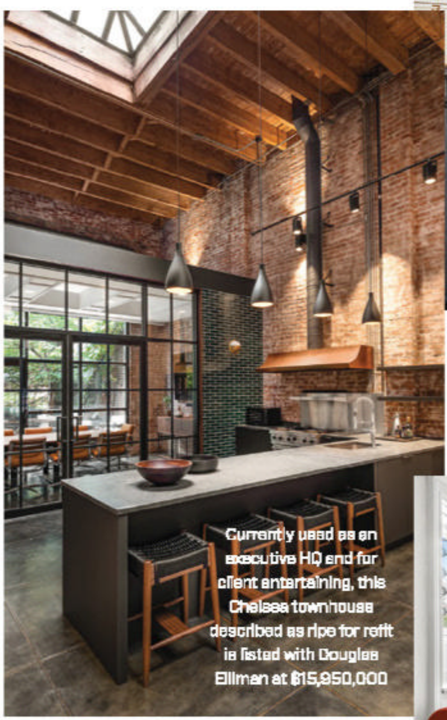
After a stellar couple of years, the froth is starting to come off the property markets of cities around the world. In Manhattan, for example, the median sale price of both condos and co-ops dropped 4.7 percent in the final quarter of 2022 (and was down 5.5 percent over the course of the year) to just over $1.1 million, research by Douglas Elliman estate agents found.

Behind this alarming statistic, a more complex property picture is emerging. Rising interest rates have begun damping down demand in the city's mainstream market but demand for best-in-class properties remains strong. According to Douglas Elliman figures, the median price of luxury property sales jumped 4.2 percent during 2022 (and 0.4 percent in the final quarter of the year), with the median sale price hitting just over $5.8 million. And Knight Frank is forecasting prime price growth of two percent during 2023. In comparison, the firm is predicting double-digit price drops in London over the next two years.

Lauren Muss, a broker at Douglas Elliman, has been selling top-end property in New York City for almost three decades. She is seeing something of a two-tier prime market evolve: while there are plenty of buyers around, most are now holding out for a best-in-class home, she says, and the most sellable sort of property is a turnkey condo in a prestigious building facing Central Park. "There are buyers out there looking for something special," Muss says. "But if you have an apartment without a view, or with an awkward layout or no outside space, then you will have to be realistic with your prices."

According to real estate agents, buyers in New York City are seeking a best-in-class property such as this apartment in Gramercy Park (*top and above*), which has now sold

The 69 residences in the 29-floor Fifth Avenue Mandarin Oriental, a former Gucci HQ, start from $2.47m



Currently used as an executive HQ and for client entertaining, this Chelsea townhouse described as ripe for refit is listed with Douglas Elliman at $15,950,000

"New York has a strong domestic market – it's not like London, which is reliant on overseas buyers"

Buyers did not shy from paying premium prices for trophy apartments in the aftermath of the pandemic. A total of $2.7 billion was splashed on luxury $10 million-plus condos in the first half of 2022, up from $1.26 billion in the same period of 2021 according to real estate brokers Serhant.

Location is hugely important. The highest Manhattan condo prices are in Midtown East and Downtown, with average prices of $5 million and $4.9 million respectively, followed by the Upper West Side ($4.6 million) and Upper East Side ($4.1 million). Georgina Atkinson, head of US residential developments at Knight Frank, says that post-pandemic buyers were keen to invest in New York's most established neighborhoods – those clustered around Central Park. Indeed, the biggest New York sale of last year was a four-bedroom penthouse at the Aman New York building on Fifth Avenue with park views, which closed at just under $79 million in July.

International buyers – most of Atkinson's overseas clients are from Asia and the Middle East, as well as Western Europe and Australia – are universally seeking turnkey apartments in stylish buildings, with branded residences performing especially strongly, she says.

The 69 apartments at the Mandarin Oriental Residences on Fifth Avenue that went on sale last January have, Atkinson says, sold "very well" despite an entry price of $2.47 million for a suite, and $20 million for a larger apartment.

Rory McMullen, head of the North America desk in Savills' private office, is confident that at the very top end of the New York market super-prime deals of $10 million or more will continue to be far less affected by issues such as rising interest rates than the mid-tier market. "The thing with New York is that it has such a strong domestic market – it's not like London, which is reliant on overseas buyers," he says. "There is a migration of wealth from all over the country."

McMullen says that Midtown, being adjacent to Central Park and filled with landmark buildings, designer stores and famous cultural hubs, will be 2023's outperformer. But he is also seeing strong demand in apartments in SoHo and the West Village, both popular with young tech workers returning to their offices.

Zip codes aside, Muss says buyers are becoming increasingly picky about the ownership structure of apartments, preferring to buy a condo outright than invest in a co-op apartment and submit to these buildings' by-laws and restrictions. Not only are prospective co-op buyers scrutinized by the building's board, but many co-ops don't allow rentals, and will control the timing of renovations, leading to delays. "Usually, it is about 30 percent more for a condo – and people are prepared to pay it," Muss adds.

And for those who are keen to take a bite out of the Big Apple's property market, it's certainly worth the investment. □

Above: this $65m renovated 1905 Beaux-Arts mansion on Riverside Drive, listed by Sotheby's, has eight bedrooms. Below: this 6,028 sq ft penthouse on Lafayette Street Downtown is priced at $35m via Sotheby's

PHOTOGRAPHY: KEN CHAN OF EVAN JOSEPH; DBOX FOR SHVO; NIC BOTTERO FOR DOUGLAS ELLIMAN; DANIEL WANG FOR SOTHEBY'S INTERNATIONAL REALTY; MW STUDIO FOR SOTHEBY'S INTERNATIONAL REALTY

THE NATIONS TROPHY

The fourth edition of the Nations Trophy Regatta celebrating One Design yachts returns to Costa Smeralda. Open to Swan One Design yachts from the ClubSwan 50, ClubSwan 42 and ClubSwan 36 classes, the Trophy features up to eight races this year. *June 20 to 24, Yacht Club Costa Smeralda, Via della marina; nautorswan.com*

THE HISTORIC INTERNATIONAL RALLY COSTA SMERALDA

Bringing the golden years of the Aga Khan's favorite 1970's rally back to life (this year is the 45th anniversary edition), the classic rally cars in this Costa Smeralda race compete for the Trofeo Martini on a track overlooking the beautiful islands of La Maddalena Archipelago. *April 15 to 16; rallycostasmeraldastorico.it*

BEYOND THE MARINA

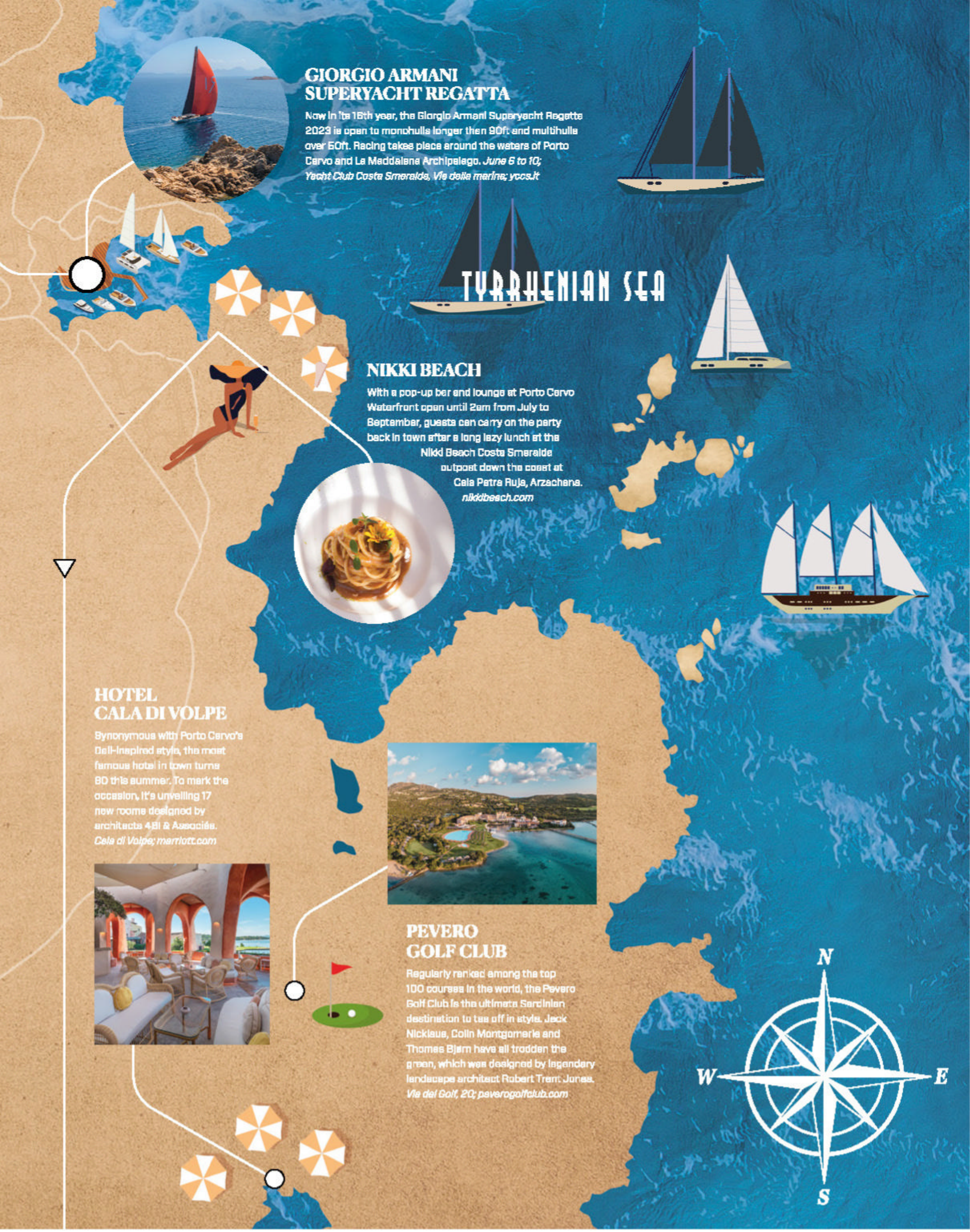
PORTO CERVO

Belle Rice reveals the hottest happenings in Costa Smeralda on the Italian island of Sardinia

MATSUHISA BEACH

Reopening this summer with an all-new redesign, Matsuhisa Beach hotel offers a commanding view of Costa Smeralda, alongside its renowned Nobu-style cuisine. *Beach Li Itriceddi, Cala di Volpe; matsuhisabeach.com*

PHOTOGRAPHY: YCCS – CARLO BORLENGHI; GABI TORRES; FRANCESCO FERRI; ACISPORT; HOTEL CALA DI VOLPE; CLUBSWAN RACING/STUDIO BORLENGHI



GIORGIO ARMANI SUPERYACHT REGATTA

Now in its 16th year, the Giorgio Armani Superyacht Regatta 2023 is open to monohulls longer than 90ft and multihulls over 60ft. Racing takes place around the waters of Porto Cervo and La Maddalena Archipelago. *June 6 to 10; Yacht Club Costa Smeralda, Via della marina; yccs.it*

NIKKI BEACH

With a pop-up bar and lounge at Porto Cervo Waterfront open until 2am from July to September, guests can carry on the party back in town after a long lazy lunch at the Nikki Beach Costa Smeralda outpost down the coast at Cala Petra Ruja, Arzachena. *nikkibeach.com*

HOTEL CALA DI VOLPE

Synonymous with Porto Cervo's Dali-inspired style, the most famous hotel in town turns 60 this summer. To mark the occasion, it's unveiling 17 new rooms designed by architects 4BI & Associés. *Cala di Volpe; marriott.com*

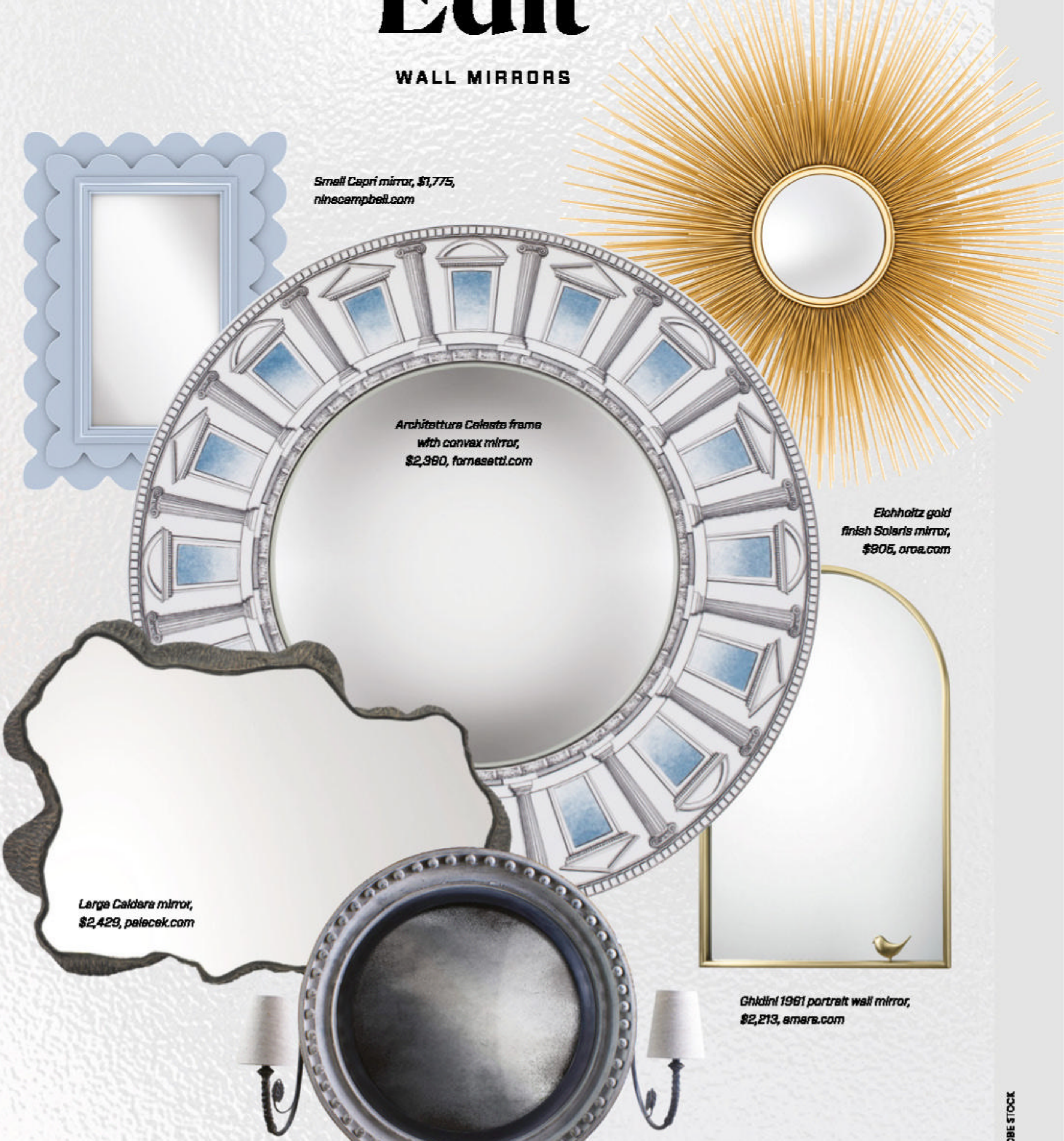
PEVERO GOLF CLUB

Regularly ranked among the top 100 courses in the world, the Pevero Golf Club is the ultimate Sardinian destination to tee off in style. Jack Nicklaus, Colin Montgomerie and Thomas Bjørn have all trodden the green, which was designed by legendary landscape architect Robert Trent Jones. *Via del Golf, 20; pevherogolfclub.com*

ILLUSTRATION Yasmine Green

BOAT LIFE Edit

WALL MIRRORS



Small Capri mirror, $1,775, ninecampbell.com

Architettura Celeste frame with convex mirror, $2,390, fornasetti.com

Eichholtz gold finish Solaris mirror, $805, oroa.com

Large Caldera mirror, $2,429, palecek.com

Ghidini 1961 portrait wall mirror, $2,213, amara.com

Holbein mirror, $9,000 plus $330 per shade, porteromana.com

PHOTOGRAPHY: ADOBE STOCK

EDITED BY Belle Rice

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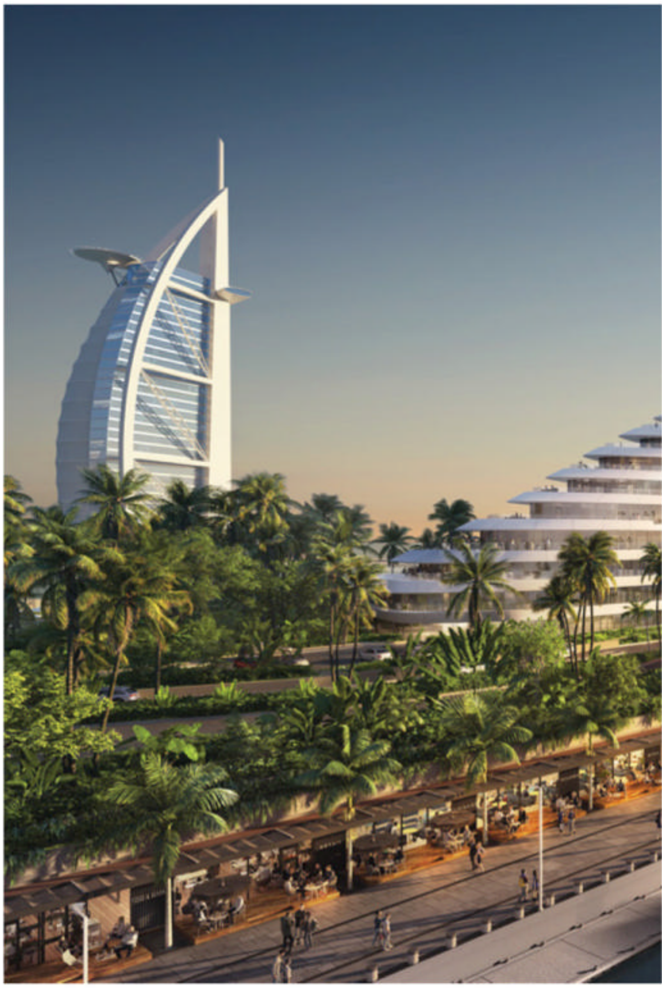
Design 2023 Report

MAKING WAVES ON THE DUBAI SKYLINE | 24 TRENDSETTING PIECES | FINE ART MEETS FINE RUGS

Edited by Belle Rice

Killa's instinct

Jemima Sissons talks to Shaun Killa, the man behind Dubai's new superyacht-inspired hotel



With its elegant curves and soft lines, it recalls a giant boat about to set forth over the gentle sway of the Arabian Gulf. Paying homage to a nation founded on seafaring, architect Shaun Killa has crafted his new Jumeirah Marsa Al Arab hotel around a luxury superyacht in a nod to his other passion: sailing.

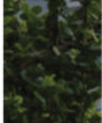
The South African architect is known for his futuristic vision – the lozenge-shaped Museum of the Future in Dubai and the totemic (yet to be built) Namaste W hotel in Mumbai. The new Jumeirah hotel, which opens later this year, will offer 387 rooms on a reclaimed peninsula to the east of the Burj Al Arab Jumeirah and the Jumeirah Beach Hotel. The development will also boast a yacht club, a 128-berth marina, deluxe villas and landscaped areas with beach clubs.

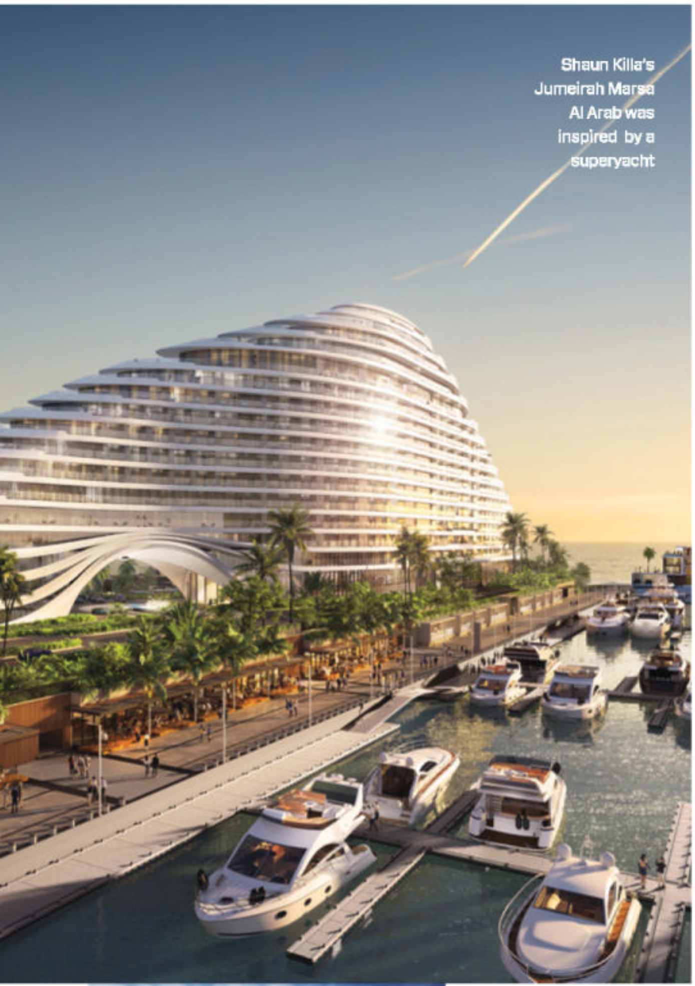
"The design was inspired by the subtle nautical references derived from the grandeur of modern super luxurious motor yachts"

Born and raised in Cape Town, Killa studied architecture at the University of Cape Town. He joined Atkins in Dubai in 1998 and, after working on the Burj Al Arab Jumeirah, he was appointed head of architecture in 2000, followed by design director in 2004. "Throughout my career, I have focused my design philosophy on innovative low-carbon, sustainable buildings and challenged architectural norms to produce expressive, timeless structures," he explains. While working at Atkins, he was responsible for designing a number of recognizable projects such as Almas Tower, the Dubai Opera and Bahrain World Trade Center. Established in 2015, his own company, Killa Design, has worked on iconic projects including the Museum of the Future, Vida Dubai Marina & Yacht Club and the Office of the Future, the world's first occupied printed building.

For Killa, design was a passion from early on. "I was particularly talented in maths, art and architecture when I was young," he says. "I used to enjoy sketching buildings around the city when I was a boy. During my art studies, I studied Leonardo da Vinci and other Italian greats who were also architects." Growing up in Cape Town, he was introduced to sailing when he was seven years old.

This early love of the sea helped shape the maritime aesthetic for the new hotel. "The design for Jumeirah Marsa Al Arab was inspired by





Shaun Killa's Jumeirah Marsa Al Arab was inspired by a superyacht

the subtle nautical references derived from the grandeur of modern super-luxurious motor yachts," he says. "The form reflects the notion of standing on the top deck of a yacht. The hotel features sea-facing guest rooms with wide balconies designed to create a harmonious feeling of the interior spaces extending toward the exterior." One-bedroom, duplex and triplex serviced residences all include private pools on their expansive balcony decks, offering total privacy alongside uninterrupted views of sister property Burj Al Arab, the Arabian Gulf and Dubai's newest marina, just steps away from Marsa Al Arab. The hotel is committed to a robust ESG (Environmental, Social and Governance) framework, focusing on energy and emissions, waste and water, and efficient design.

Architecture has experienced a sea change since he started out, with a higher focus on nature. "Designers are introducing biophilia into their designs to reconnect people to greenery and adding pockets of relaxation within their projects to create a sense of sanctuary amid the intense environments we live in," he says. Alongside this is a yearning to be more green. "In the last 20 years, I have been interested in creating highly sustainable projects by reducing their energy, water and cooling consumption as well as introducing renewable energy resources. The Bahrain World Trade Center, which was the first building to integrate three large working turbines, set new sustainable benchmarks within the Middle East and helped educate regional developers."

The use of 3D design has also fundamentally changed his discipline. "It has allowed designers and engineers to design projects which before would have been too difficult to communicate through drawings and execute in construction. Parametric and AI tools also assist the design construction of more organic building designs."

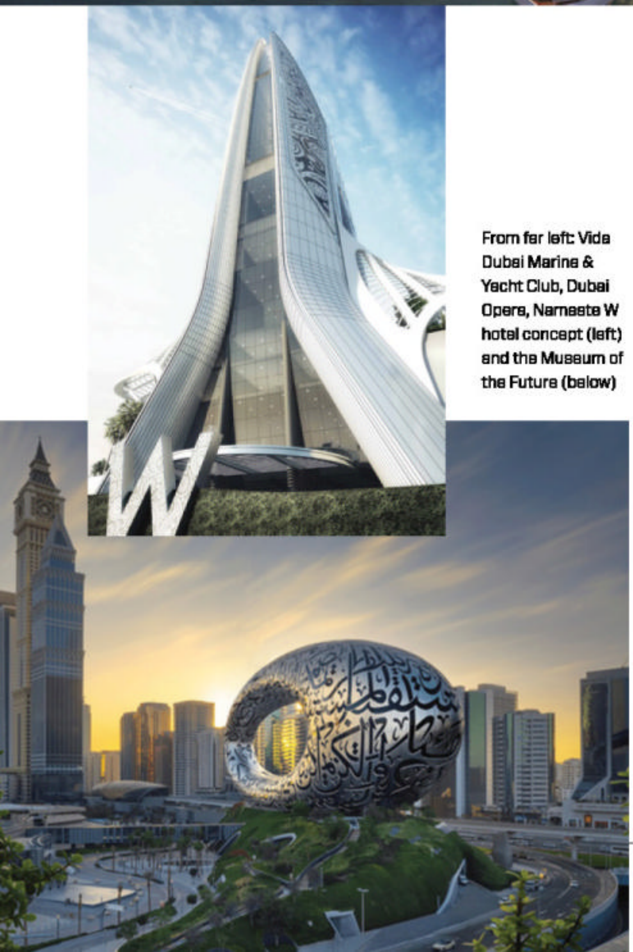
Currently residing between London and Dubai, Killa spends his time on the water when he is not designing the dwellings of the future. "I love sailing, and I own a yacht at the Dubai Offshore Sailing Club, racing inshore and offshore," ensuring he's just as at home on the waves as he is in the hotels he designs. □

QUICKFIRE

What work are you most proud of?
Having designed buildings that have created new benchmarks in culture, sustainable architecture and innovation. For example, the Bahrain World Trade Center had the first successful large-scale implementation of wind turbines on a building.

What are your favorite buildings?
Dubai's Burj Khalifa, because of its simplicity and timelessness, and the Burj Al Arab, because of its expressionistic design. Buildings like these have put Dubai on the global map of super-luxury hospitality.

What projects are next?
At the moment, we are competing on numerous international competitions, which include underwater hotels, super-high-rise and ultra-luxury resorts. We aim for all of these to be sustainable and to continuously push innovation in architectural expression and design.



From far left: Vida Dubai Marina & Yacht Club, Dubai Opera, Namaste W hotel concept (left) and the Museum of the Future (below)

PHOTOGRAPHY: COURTESY OF KILLA DESIGN; JUMEIRAH MARSA AL ARAB; MUSEUM OF THE FUTURE LL

DOWN TO EARTH

Natural materials and desert hues

ICE INTERNATIONAL
Rihla rug collection

Behind the bespoke and customizable Rihla rug collection lies an interest in Saudi Arabia's Najdi culture, architecture and heritage. The rich desert palette and intricate patterns and shapes discovered during the research process have been reimagined in a series of geometric designs. *rugs.nl*

OLIVERI HOME
Augusta bath towels

Luxury linen specialist Oliveri Home elevates the humble towel by adding a mosaic pattern to the edges of each piece in its Augusta bath collection. Each towel is made from Egyptian cotton and woven and finished in Italy. *oliverihome.com*

The tastemakers

Emma Love reveals the designers at the forefront of this spring's trends

PARAGON STUDIO
Wooden gym equipment

Workout equipment can look good too – as the bespoke wooden products by Paragon Studio prove. From folding wall bars to kettle bells, and storage solutions such as the horizontal dumbbell rack (match the timber frame to your dumbbells), each piece is natural and sustainable. *paragonstudio.co.uk*

PROMEMORIA
Amarcord Sahel cabinet

This mural-like cabinet is a key piece in the Sahel collection, which is dedicated to the African desert of the same name. Made from black linden wood, with an inlay that combines various timbers including ebony, walnut and ash, the doors depict a landscape of never-ending sand dunes, with hues ranging from golden brown to dark bronze and ochre. *promemoria.com*

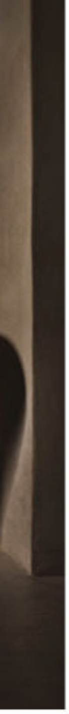
RALPH LAUREN HOME
Elisabetta bedding

Ralph Lauren Home's Elisabetta bedding collection pairs floral prints with blankets and pillows in an elegant palette of cream and sand shades. Herringbone weaves add texture for a smart bedroom refresh. *ralphlaurenhome.com*

RITTERGUT & RUNNYMEDE
Sculptura table

German furniture house Rittergut & Runnymede uses traditional shipbuilding joinery methods for its Sculptura table. The table, handmade in locally sourced hardwood, has a streamlined design that belies its intrinsic complexity. *rittergutandrunnymede.com*

PHOTOGRAPHY: DANIELE CORTESE; FRANCIS AMIAND

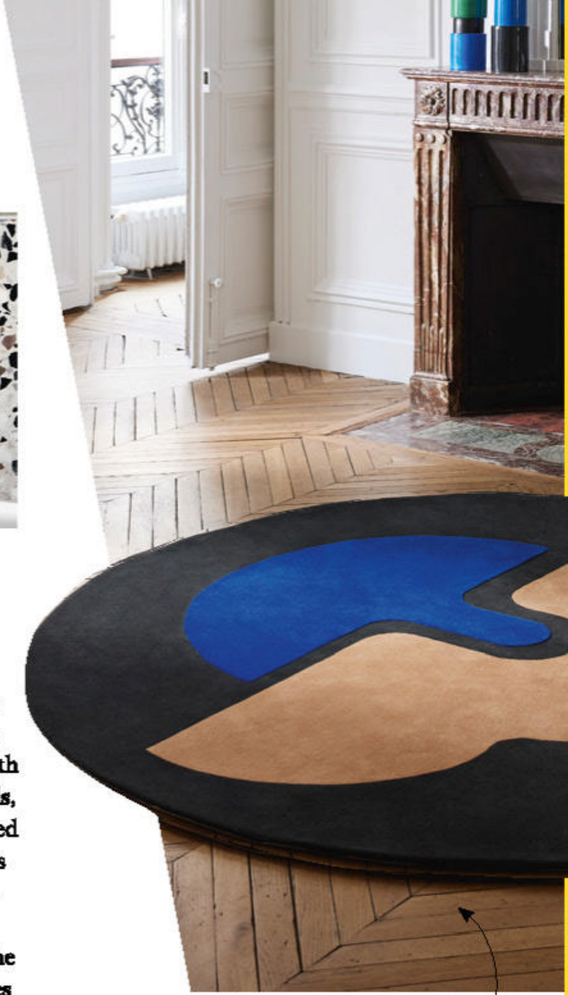


VIBRANT YET MINIMALIST

Bold block colors and simple graphic patterns

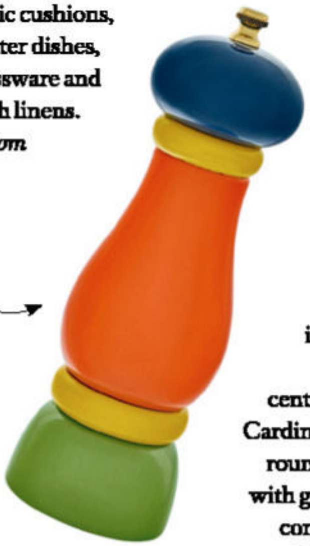
WATERWORKS
Bond fittings

The Bond fittings collection, which includes taps, volume control levers and thermostats, now comes with the option of pairing brass or nickel with accents of colored enamel for a more contemporary finish. Influenced by classic watches, sports cars and other luxury goods, the palette features the sea-inspired Aegean and Adriatic shades. *waterworks.com*



BIRLEY
Toy pepper mill

Part of Robin Birley's inaugural homeware collection launched with designer Willie Landels, this playful multicolored wooden pepper mill is inspired by the time Landels spent with architect Gio Ponti. The collection also includes vintage fabric cushions, marble butter dishes, Murano glassware and natural Irish linens. *birley.com*

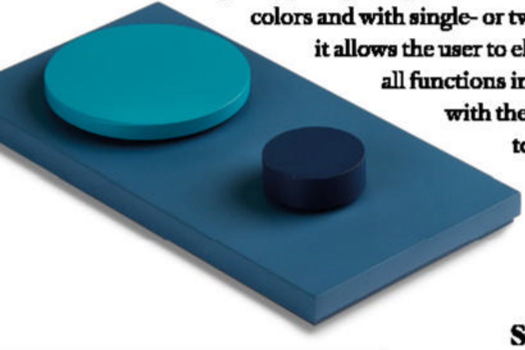


STUDIO BY TAI PING
Fabrice Juan Series

The first rug series by French architect and interior designer Fabrice Juan is inspired by mid-century artists such as Pierre Cardin and Jean Dewasne. The round or rectangular designs with graphic lines in rich color combinations are tufted for Studio by Tai Ping in New Zealand wool. *taipingcarpets.com*

PLH ITALIA
Mono control device

This monolithic control device from PLH Italia is inspired by the principles of Bahaus. Available in 16 colors and with single- or two-button operation, it allows the user to elegantly concentrate all functions in one single device, with the color co-ordinated to your yacht's interior. *plhitalia.com*



VERSACE HOME
Stiletto chest of drawers

Hide away clutter in this sleek, Chianti-colored chest of drawers, which comes with a lacquered wood frame, a glossy brushed finish and a clear glass top. Much like the stiletto heel it's named after, the tapered legs lend a feminine, graceful touch. *luxurylivinggroup.com*

DEIRDRE DYSON
Hover rug

London-based designer Deirdre Dyson decided to create a collection of custom-made wool and silk carpets and rugs based on angles. In this example, the color and patterns give the carpet a 3D impression where triangles appear to be suspended above the background. *deirdredyson.com*

THE MASTER CRAFTERS

Beautifully designed pieces, made to last

OFFICINE GULLO
Cocktail Bar Cart

Part of Officine Gullo's new bar and lounge collection, this 24kt gold-edged cart adds a touch of glamour to cocktail hour. It has two compartments for ice and shakers, as well as space for condiments, utensils, bottles and glasses. Plus, of course, it's on wheels, meaning the bar works just as well for nightcaps under the stars. *officinegullo.com*

SIEBENSEE
Shell collection

A teak-framed dining chair and armchair have been added to Siebensee's customizable Shell collection. Ideal for entertaining al fresco, they can be made with a veneer or lacquer seat shell, and fabric or leather. *siebensee.com*

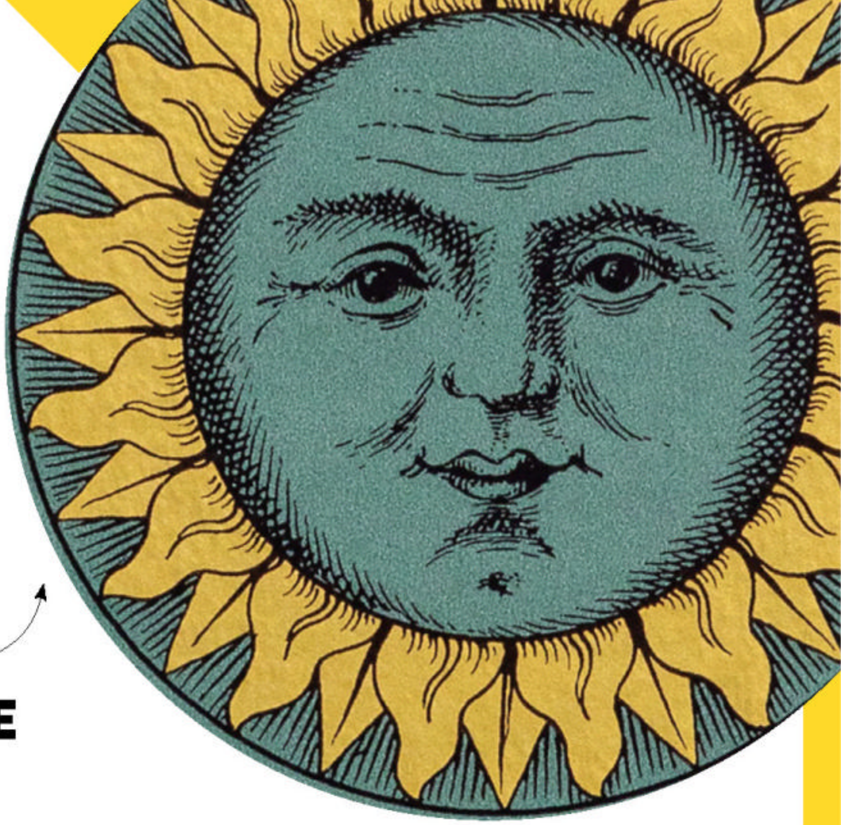
RUBELLI
Veniceland textile

Rubelli's new Frammenti Veneziani collection is a glorious paean to Venetian textile design. Mexican designer Gabriel Pacheco incorporated motifs such as masks, gondolas and lions, in these Venice-inspired prints for velvet draperies and light Jacquards. *rubelli.com*

CANTORI
Twist sofa

With a hand-sewn twisted ribbon back and a curved shape, the Twist sofa – now reinterpreted in materials suitable for the outdoors – makes for a striking statement on deck. It is resistant to UV rays, water-repellent and easily washable. *cantori.it*

PHOTOGRAPHY: DEIRDRE DYSON; RUBELLI



COLE & SON
Fornasetti wallpaper

From fish to citrus fruit, theater box seats to bookshelves, the Fornasetti wallpaper collection is full of fantastical prints that reinterpret the late designer's classic motifs. The whimsical compositions are ideal for a wow-effect feature wall. *cole-and-son.com*

ALTERNATIVE VISUAL ART

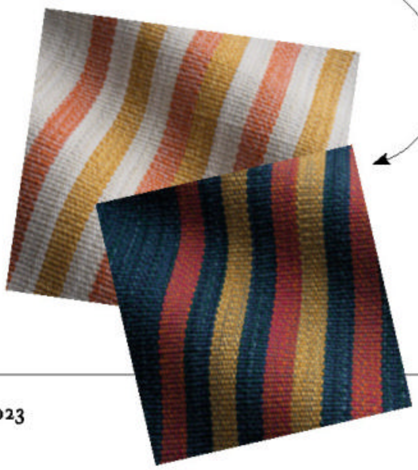
From surrealism to stripes

SABRINA MONTE-CARLO
Capri tableware

Conjuring images of long, lazy Mediterranean lunches on a hot summer's day, the Capri tableware collection is a collaboration between interiors studio Sabrina Monte-Carlo and Parisian design firm Pinto. A modern take on Pinto's Lagoon collection, the dinner set and serving dishes are decorated with coral and fish scale patterns in shades of blue. *sabrinamontecarlo.com*

PERENNIALS
Far West fabrics

Anyone who has stayed in one of the Bunkhouse group's Austin hotels, founded by Liz Lambert, will know that she has a penchant for bright stripes. Now, the hotelier has teamed up with Perennials on a vibrant collection of fabrics and rugs, including Roadrunner Stripe, a wide blanket-style stripe ideal for sofas and benches, and Serape Stripe, inspired by vintage serape blankets. *perennialsfabrics.com*



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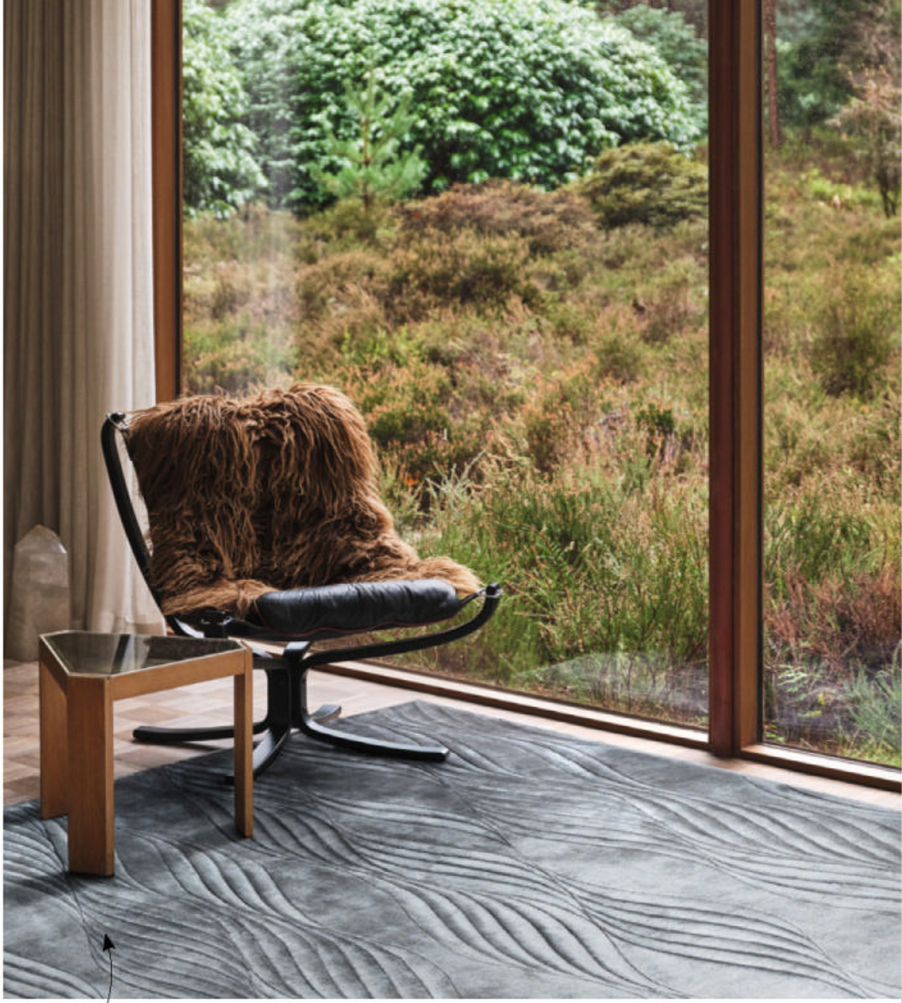
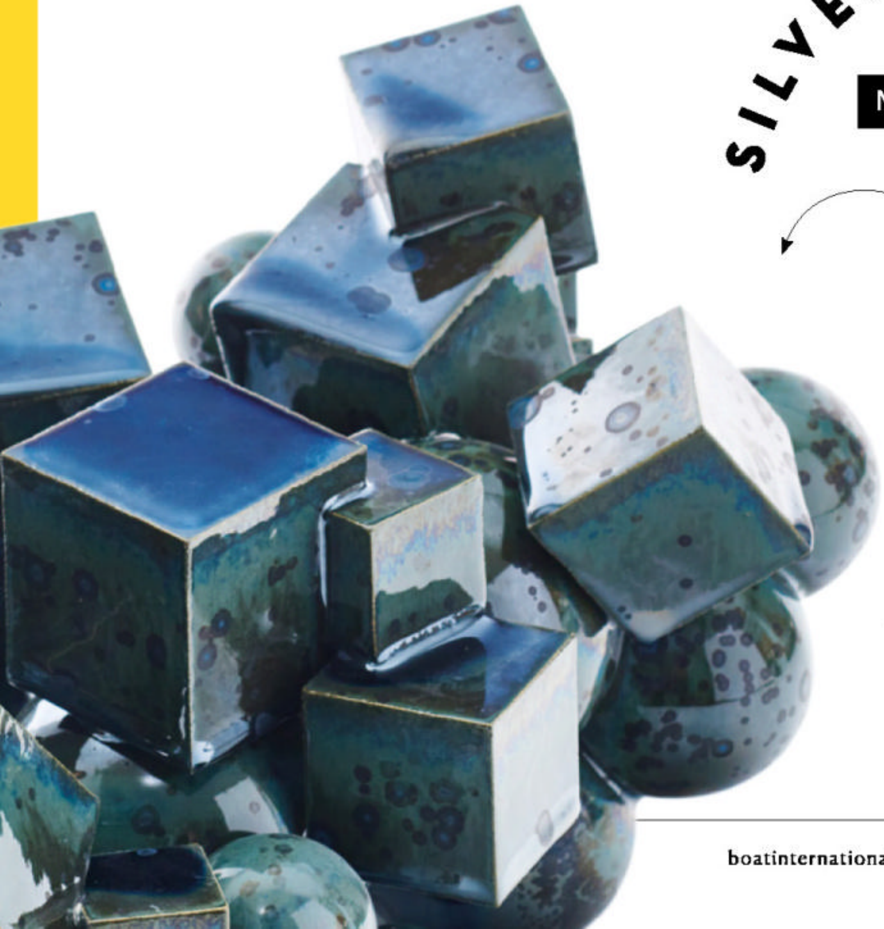
SILVER ACCENTS

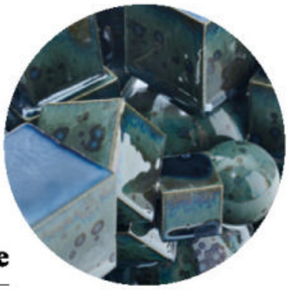
Nature-inspired metallic shades

THE RUG COMPANY
Tidal Silks rugs

Artist and designer Helen Amy Murray's sculptural artworks, installations and upholstery can be seen in hotel and superyacht interiors around the world. Now, she has created Tidal Silks, a series of four new rugs handwoven in silk, including ombré-effect Shoal Mist (*right*), which takes its cues from stormy sea swells. *therugcompany.com*





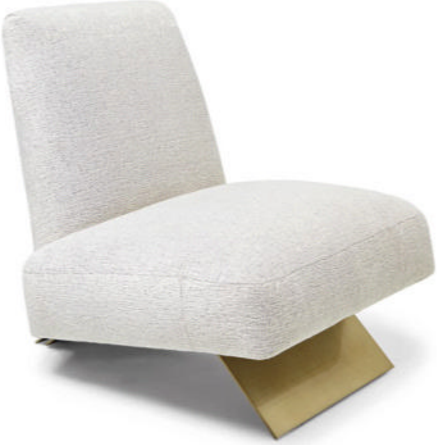


ADRIAN SASSOON
Kate Malone's stoneware

Ceramicist Kate Malone is known for her pioneering stoneware glazing techniques and handmade sculptures and pots influenced by nature. The Magma series, which includes *A Magma and Atomic Layered Landscape* (*left*), takes a new direction with her signature crystalline glazes, angled edges and flat surfaces representing the ever-changing lava and crystals underground. *adriansassoon.com*

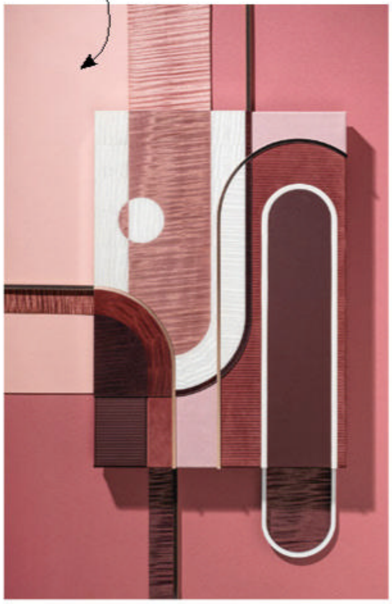
JUXTAPOSING TEXTURES

Special effects and material innovation



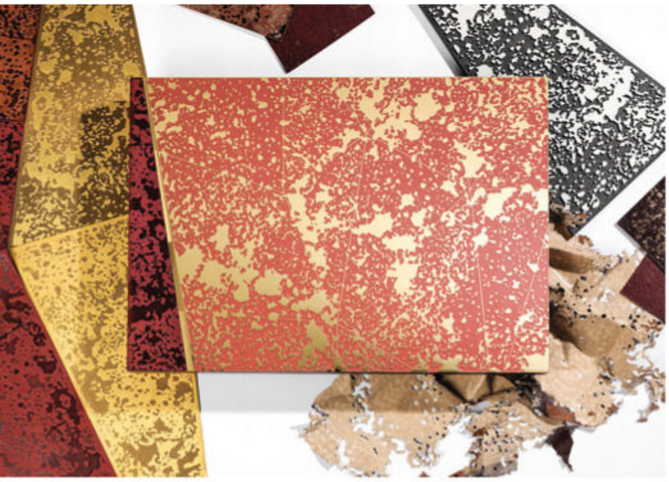
SILVERLINING
New Horizons collection

Natural wonders have influenced furniture maker Silverlining's progressive material innovations, as seen in a series of seven designs aimed at inspiring bespoke commissions. The Metal Droplets table, for instance, is based on rainwater droplet formations interpreted in etched polished brass metal (*below*) that sits on a colored lacquer round tabletop edged in burgundy leather. *silverliningfurniture.com*



VISIONNAIRE
Aries chair

Italian multi-disciplinary design studio Draga & Aurel is behind the minimalist Aries chair, which pays tribute to the space-age experiments of André Courrèges and Pierre Cardin. The soft, padded seat is supported by a sheet of contrasting shiny gold, which continues from the base up to the backrest. *visionnaire-home.com*

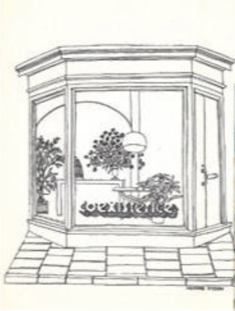


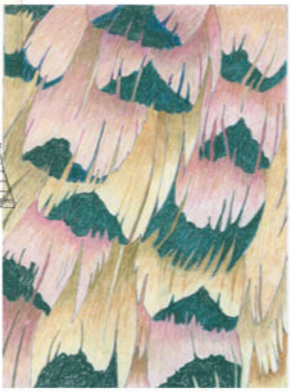
ARMANI/CASA
Dali wallcovering

The large gingko leaves on this Dali wall covering look like they were hand drawn; in reality they result from the 3D shantung silk effect where knots and irregularities add another level of texture. Like all designs available in Armani Casa's Refined Structures 3 series, it is available in meter-wide (3ft 2in) rolls. *armani.com*

A life in color

Deirdre Dyson tells *Belle Rice* how she took vibrant graphic rugs to the next level





Above: Dyson produced illustrations for a fashion magazine. Right: the original artwork for her *Golden Pheasant* rug

At first glance, Deirdre Dyson's west London showroom could easily be mistaken for a Soho gallery. The converted house nestled on the border of Chelsea and Fulham showcases three stories of high-ceilinged, light-filled, open-plan spaces, with elegant paneled flooring and smart white walls. Each level is fitted with a contrasting black façade with cleverly crafted brackets that enable the rug designer's colorful carpets to slide out and hang in full, displayed like a work of art.

Sitting in the heart of London's design district, it's a fitting space to display Dyson's colorful carpets – many of which have found homes in stylishly decorated houses and apartments across the UK capital, in Europe and the US over the 25 years that she has been at the helm of her own company.

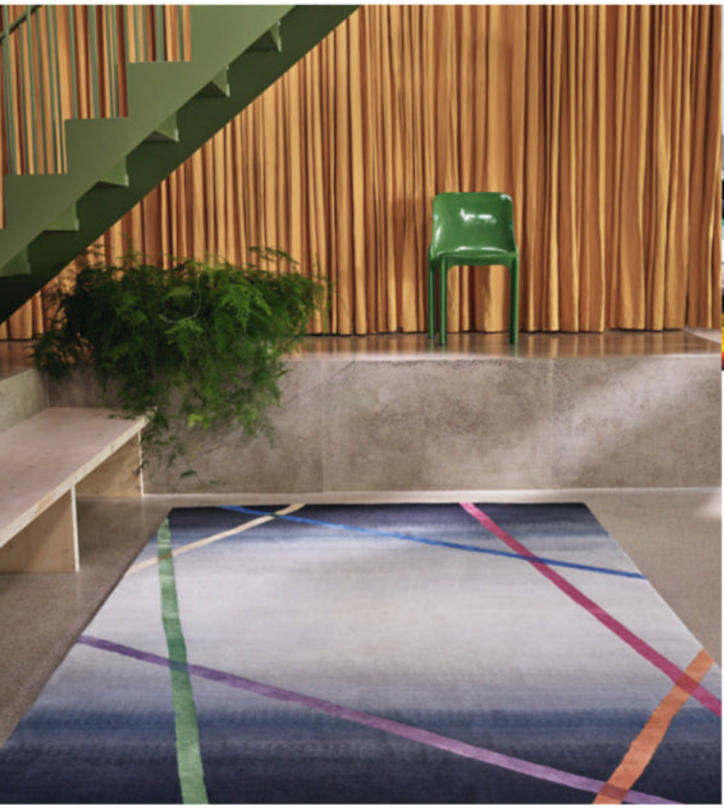
The story behind her business is as eye-opening as the designs themselves, being the tale of a former art student who found her calling in rug design purely by chance. She studied fine art at London's Byam Shaw School of Art (now a part of Central Saint Martins), where the cost of her tuition was covered by working as a shorthand typist for the principal, and then by a scholarship and final-year prize for her talents. Deirdre Hindmarsh, as she was then, met fellow student James Dyson, and they got married while still at the same college.

After gaining her degree in fine art and completing a course in graphic design, Deirdre spent her time painting watercolors at their home in the UK's West Country, while raising a young family as her husband focused on his first job. She also enjoyed illustrating a monthly column for British *Vogue* and had a series of successful fine art exhibitions in Mayfair and New York galleries organized by art dealer Simon Capstick-Dale.

But it was only when she was searching for a rug to decorate her new home in 1998 that she stumbled upon Chelsea Handmade Carpets, a small showroom on the King's Road run by a man called Richard Rayner. She was disappointed to find that the only options to furnish her house were a sea of dreary beiges and blacks, but, as she was about to leave the showroom, Rayner suggested she choose her own colors and design the rug herself. Dyson decided to do just that, and when Rayner personally delivered the rug a short while later, he was immediately impressed by the paintings he saw hanging in Dyson's home. Within a week she had received a letter asking if she'd like to design some carpets with him.

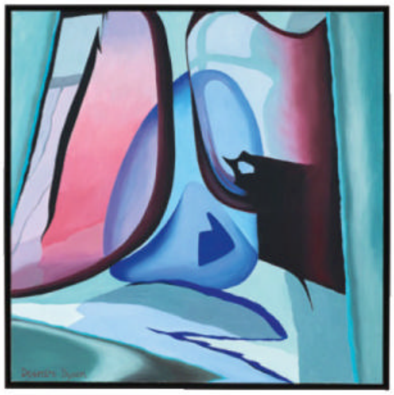
Dyson took to the job like a duck to water, and began digitalizing the designs to enable them to be transferred onto screen and shared with the weaving team in

Below: a detail from *Splash*, a rug design that focuses on the colors of seawater



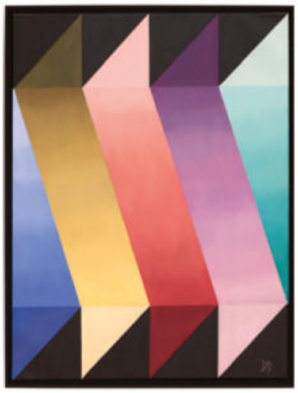
Below: *Looking Through* oil on canvas, one of Dyson's paintings from the recent Gallery Eight exhibition

> **"When I paint, one thing usually leads to another and each then gives you an idea for the next one"**



Nepal. And when Rayner decided to take his career in a different direction, she took on the business in full, employing a small team to create the graphic, colorful carpet designs she is now renowned for.

When we meet in early spring, she is preparing for the launch of her new collection, "Angles". The theme came about when she set herself the task of avoiding any curves or circles in the designs, and the result is a collection that's full of depth, playful symmetry, 3D visuals and her signature use of color. Unassuming, softly spoken and immaculately dressed, Dyson talks me through the process of how each design comes about.



Above: *Can Can* features 20 light and dark shades. Above left: *Freedom* has different hues in the same color to create depth

"I start every collection with a new theme. When I paint, one thing usually leads to another and each then gives you an idea for the next one; it means you explore in a lot of different directions and it gives you something to talk about." She creates the sketches with whatever is at hand on her desk, usually a pencil or crayon, and "all to scale, and very accurately", so the designs can be scanned digitally. Her CAD designer, Nichola Webb, then draws and marks up each color. The design can be printed off and the client can see exactly how it will look, down to the use of silks and wool, giving an opportunity for changes to be made before it's sent off to Nepal. Once there, a life-size print-out is hung over the loom, enabling the weavers to work with accuracy and precision when bringing the design to life.

As much care and attention goes into choosing who Dyson works with as it does into the creation of the carpets themselves; the talented team of Nepalese weavers, who hand-craft each rug, use Tibetan wool rich in natural oils, and pure silk. The company is approved by GoodWeave, a global organization working to end child labor in the textile industry.

With the opening in 2020 of a new showroom in Paris in a beautiful space designed by Rémi Tessier in Saint-Germain des Prés, Dyson has embraced a growth in output. "We've doubled the number of rugs we make now because the response we've had from the French has been amazing, and at the moment it's really rewarding." Previous collections have been themed All at Sea (2022), Paper and Stone (2021) and Looking Glass (2020), and this creative dynamo is now busy planning forthcoming seasons, while spending her free time designing a sculpture garden and art gallery at home.

And with the feel of a career coming full circle, she is showcasing her paintings in her first solo art show in years at Gallery Eight in London this spring. *deirdredyson.com* □

PHOTOGRAPHY: PAUL GROVER; DEIRDRE DYSON; JAKE CURTIS; DRAWING BY DEIRDRE DYSON/COPYRIGHT COEXISTENCE LIMITED; DEIRDRE DYSON CARPETS LTD

The great outdoors

Belle Rice picks out this year's freshest outdoor furniture to grace your aft deck

▲ Perennials and Sutherland

Dining takes a stylish turn with Sutherland's Arlette table, topped in Carrara or Forest Black marble. Crafted to seat eight, it's available in a range of teak finishes. *sutherlandfurniture.com*

▲ Summit Furniture

The Arc collection is the first collaboration between Summit Furniture and Winch Design and was inspired by the seas and the sky. Made from laminated teak and maritime-grade stainless-steel rods, the smooth surfaces of this elegant bar cart are reminiscent of the sleekest of hulls. See more of the collection on display at Design Centre Chelsea Harbour's WOWhouse in London, June 5 to July 6. *summitboutique.com*

▲ Coast New Zealand

You can't go wrong with nautical stripes, and Coast New Zealand's Nimbus lounger looks perfect in the pool or on deck. Made to order, each one comes with a quilted Sunbrella cover for the ultimate comfortable finish. *coastnewzealand.com*

PHOTOGRAPHY: HIROSHI HIGUCHI VIA GETTY IMAGES; MEHMET GÖKHAN BAYHAN VIA GETTY IMAGES; SAM/UNSPLASH; IRYNA VEKLICH VIA GETTY IMAGES; CHANSOM PANTIP VIA GETTY IMAGES

▲ Rabitti 1969 by Giobagnara

Smart outdoor storage can be hard to come by, but Rabitti 1969 by Giobagnara has all the answers. Ideal for keeping towels, shoes or games on deck, the Verona and Mondina baskets are woven from water-resistant leather. *giobagnara.com*

Luxence Living Group

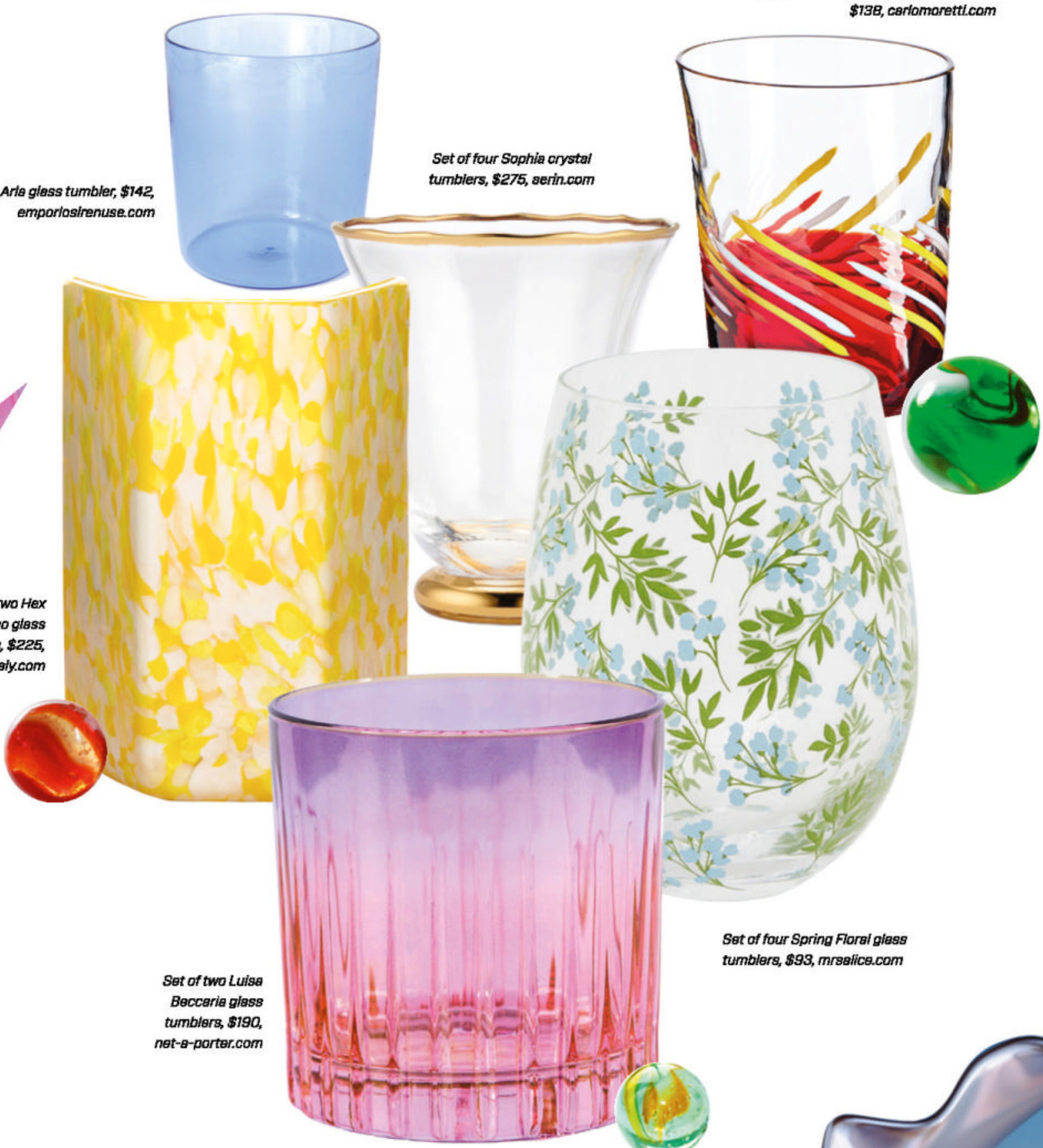
A contemporary update of the classic 1950s glass coffee table, the Luxence Gala design comes in three heights and sizes. Cut from natural stone, the concave legs lend a sharp contrast to the smooth curves of the top. *luxurylivinggroup.com*

▲ Armani/Casa

Fresh from designing a new superyacht with The Italian Sea Group, Giorgio Armani reminds us that Armani/Casa is synonymous with fine furniture. The Terrence outdoor sofa features a soft jacquard palm print to neatly contrast its woven-effect teak base. *armani.com*

COLORFUL TUMBLERS

BORA Bicchieri Murano crystal tumbler, $138, carlomoretti.com



Aria glass tumbler, $142, emporiosirenuse.com

Set of four Sophia crystal tumblers, $275, aerin.com

Set of two Hex Murano glass tumblers, $225, storiesofitaly.com

Set of four Spring Floral glass tumblers, $93, mrsalice.com

Set of two Luisa Beccaria glass tumblers, $190, net-a-porter.com

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The Morgan Point Lighthouse in Connecticut is the summer home of Jason and Rena Pilalas, owners of 144ft *Rena*

PHOTOGRAPHY: BRAD BAKER

THIS MONTH: cruising into retirement / exploring the Med on board *Brigadoon* / how a love of boats turned into a business

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ON BOARD WITH

Jason and Rena Pilalas

The long-time yacht owners tell *Marilyn Mower* about buying a 144ft world-traveling yacht and realizing a childhood dream of buying an historic lighthouse

Above: the Pilalas's 145ft NQEA, *Rena*, in Desolation Sound

We lived in Belle Haven [Connecticut] and when I was 10, my dad gave me a rowboat. I used to row out past the Captain Island lighthouse and think to myself, 'I'd like to live there one day,'" Jason Pilalas recalls.

Decommissioned in 1970, the Great Captain Island lighthouse was too dilapidated for use by the early 2000s. But further east along the Long Island Sound lay a near-identical lighthouse. Several decades later, this twin came up for sale. The Morgan Point light was deactivated in 1919, and its lantern was removed. The old tower became leaky and uninhabitable, but a ranch-style addition served for many years as a summer residence for a couple from New York. In 1991 they offered it for sale and Jason and Rena Pilalas became the lighthouse's third owners. Meticulously restored, the property is the jewel in the couple's impressive collection of nautical memorabilia – along with a 145ft motor yacht named *Rena*.

After 55 years of marriage, Jason and Rena Pilalas finish each other's sentences. The stories of their lives are so intertwined that it comes across mostly as a single narrative, Rena adding the details to Jason's topics. I had gone to North Palm Beach, Florida, to interview him about his life in boats and discovered that Mr and Mrs P, as they like to be called, are a delightful tag team.

We are seated in their home on the north end of Lake Worth, facing a very long, noticeably empty dock. Its intended occupant, *Rena*, is at Lauderdale Marine Center getting ready for her spring and summer cruises. You can tell they miss her – they bought the house specifically to accommodate a yacht. And this was not the first time they demonstrated that they have their priorities straight. Once, when Mr P accepted a job across the country, they flew from New York to California and in one weekend bought a car, a boat and a house, in that order.

Mr P is a Navy man and a proud Vietnam veteran. "I ran away from boarding school on a Friday, went to the [nearest] Navy recruiter and signed up to get out from under my father's thumb. I figured by the time the school reported me missing, it would be too late. I was 17 years old but as I didn't have a driver's license, the recruiting officer took me at my word that I was 18."

Serving on cargo vessels in the Atlantic, Pilalas caught the attention of some of the "brass" who thought he might make an officer. The problem was, he didn't have a high school diploma. "They sent me to the Naval Academy Prep School for four months so I could get a GED then offered me a scholarship to several colleges. I picked the University of Southern California as it was furthest from home," he says.

He is wearing a USC polo shirt as we speak. What was it that he liked most about the USC experience? "She's sitting right next to me," he says with a sly grin. Mrs P, who had been a student there, offers that he was a somewhat undetermined student except for his naval science classes. "I never missed one," he adds, which is

PHOTOGRAPHY: COURTESY OF JASON AND RENA PILALAS; BRAD BAKER; PJF MILITARY COLLECTION/ALAMY STOCK PHOTO; DEBBIE O'MALLEY; KEANA WILLIS/LUNA KAI PHOTOGRAPHY

"I ran away from boarding school, went to the Navy recruiter and signed up"

also true of USC football games, which they follow to this day.

With his diploma came an officer's commission and a deployment to South East Asia aboard the destroyer USS *Southerland* where he served for two and a half years. In 1965 came the first of two back-to-back deployments in South Vietnam's Mekong Delta as executive officer on the 328ft USS *Garrett County*, a base for helicopter teams and gunboats. The ship won eight battle stars before she was decommissioned in 1971 – and Pilalas had seen enough to know he didn't want to make the Navy his career.

Armed with knowledge of ship operations, he resigned his commission and returned to the US, where he took a position with a shipping company in New York. He and Rena settled in Connecticut. Eager to be on the water, he bought an Etchells 22 sailing boat and began racing on Long Island Sound. Although he did well, he realized he didn't really like the shipping business, especially after he read a report that said shipping company executives, whose decisions are subject to great risk, earn 30 percent less than their counterparts in other industries.

"I wanted to be successful, so I decided I'd better go to business school," he says. In the evenings, Rena helped him study for the entrance exam. It paid off; he was accepted at Stanford, Columbia and Harvard, choosing the latter. "Everything you do in life before focuses you; business school opens the doors."

He entered the financial world with a job at Capital Group, one of the world's top investment firms. Pilalas specialized in pharmaceutical and medical company investment and steadily moved up in the company during his 36-year career. His track record as a risk-taker was impressive; the company's assets during his tenure grew from $3 million to $1.5 billion. He likes to point out that the increase was accomplished with only five times more people.

While he had left the Navy behind, the Navy never really left him, and he began collecting memorabilia. Because US Navy items belong to the US government, that gear was hard to come by and he began collecting British Navy artifacts. Over the years, he has amassed one of the world's largest such private collections. Some

Clockwise from top right: touring the Port Royal naval base in Jamaica during a Caribbean cruising season; the USS *Southerland*, where Jason served during the Vietnam War; Jason as a US Navy officer; with the grandkids; as a US Navy sailor

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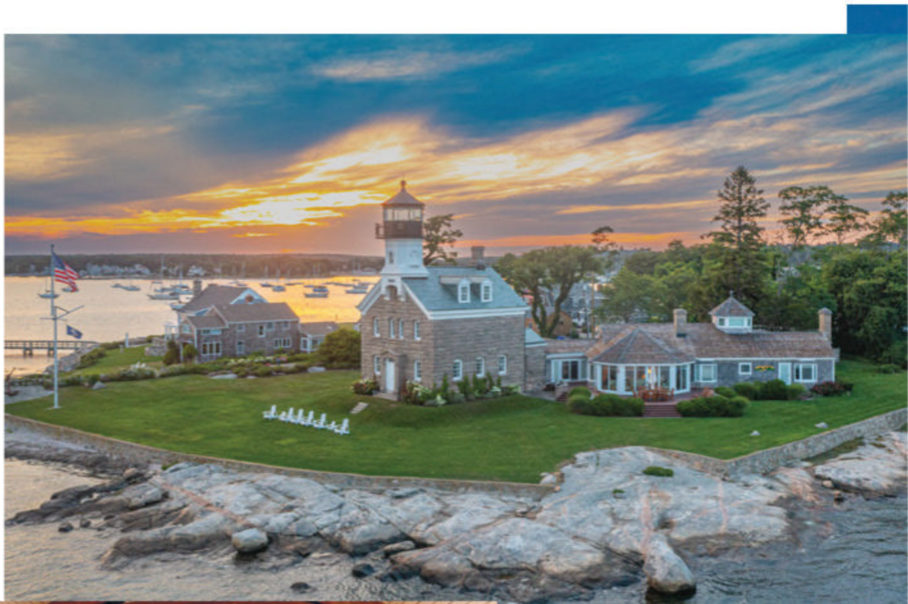
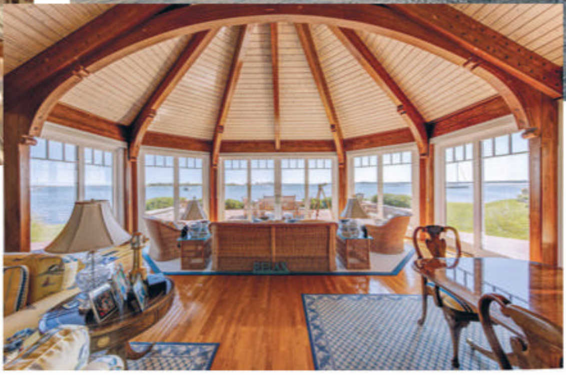
DUNCA
EXMOUT
HMS. ALB
EAGLE
GAMBIA





Above: the lantern room of the Morgan Point Lighthouse (top right and left), which was painstakingly restored by Jason Pilalas as an observation lounge

of the pieces are simply breathtaking in terms of their historic significance. There are enough ships' bells to anchor every stair tread here and in their Morgan Point lighthouse home in Noank, Connecticut. "When we saw the notice in *The Wall Street Journal* that [the lighthouse] was for sale, there was no question, he had to have it," says Rena.

The 1868 lighthouse is one of several similar structures on the shores of Long Island Sound and Block Island. Pilalas had the tower reconstructed with a comfortable 140-square-foot observation room occupying the space where the lanterns once flashed a beacon to ships bound for the Mystic River. That painstaking reconstruction – research uncovered the quarry that supplied granite blocks for the original tower – along with building a library and a cedar-shingled residence, took two years to complete. It also cost them twice the property's asking price – but it was worth it. The couple spends four months each year at the lighthouse. To share their good fortune, they host an annual Fourth of July celebration for locals with a barbecue and fireworks.

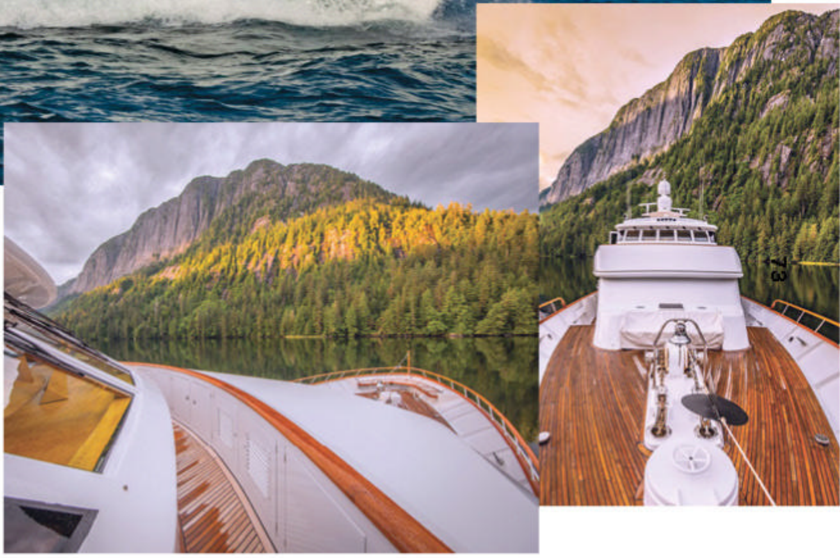
In 2007, Pilalas, who by then ran the New York office, decided it was time to have some fun and buy a boat, a big boat, and travel, recalls Mrs P. He went shopping for a dock suitable for a large boat and a house. They found the perfect spot in a gated neighborhood with forever views – in Florida. "He said, 'I'm retiring. We are moving to Florida; Florida doesn't have income tax. Don't worry, we'll meet new people just like us,'" recalls Rena. She was a bit stunned; he went boat shopping.

When it comes to yachts, Pilalas's taste runs to "boats that look like they are built for a purpose," and they both like classic looks. "I didn't want anything ostentatious. We had a budget, which of course we exceeded several times," he says. A brokerage offering called *Curt C* fit the bill for a classic boat matching the draft and dock length of their new home.

The yacht now known as *Rena* was *Eastwind* when Australian shipyard NQEA launched her in 1989. The US naval architect that worked with the yard on this custom tri-deck was Jack Hargrave. He designed her as a yacht that "could do everything," including a good turn of speed for coastal cruising, but also have long range and stability for transatlantic passages. The midships engine room was conservative but easily accessible from the crew quarters forward, with five cabins for the owner's party aft. A previous owner added 15ft to her LOA, but to this day she keeps the strong, unbroken sheer line and bow shape of a classic Hargrave.

In their 15 years of ownership, the last eight with

Pilalas decided it was time to have some fun, buy a big boat and travel

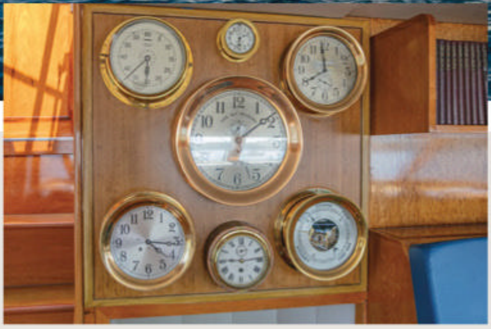


Above and opposite page, bottom: one of the Pilalas's most memorable trips was their 2018/19 cruise to Alaska. Top: *Rena* has the purposeful lines of a Jack Hargrave design

Captain Brad Baker at the helm, they did two Med seasons as well as cruised Northern Europe. *Rena* has spent many winters in the Caribbean, serving as a guest observation boat or committee boat for the St Barths Bucket, and summers in New England and Canada.

Once, the boat closed its Caribbean season by heading through the Panama Canal to Alaska. "We had so many friends want to join us that we did the Pacific coast of Costa Rica three times," recalls Mrs P. "And the Margerie Glacier in Alaska," interjects Mr P. "It was magnificent, even though I realized we were two miles past the iceberg limit of our insurance!

"I know 15 years is a long time to own a boat," he says. "If I had my way, I might get something new, but nothing is pushing me strongly in that direction. I went to the Fort Lauderdale boat show several years but I couldn't find anything I liked better." That's the way it is with collector's items – they only garner more affection. □



Precious time

Jason Pilalas, a keen collector of nautical memorabilia, on the historical clocks that adorn *Rena*'s bridge

Several of these clocks represent notable ships and naval actions in World War II. In the center is a 12-inch Chelsea, the bridge clock from the USS *San Francisco*, a heavy cruiser that defeated a Japanese force attempting to attack Guadalcanal. It was on board during the battle that cost the captain, the next three senior officers, the embarked admiral and his entire staff their lives. Bottom center is the galley clock from HMS *Hood*, removed during a refit in 1926. The *Hood* was famously sunk, in May 1941 off Iceland, by the German battleship *Bismarck*. On the upper right is the bridge clock from the light cruiser USS *Raleigh*, which was badly damaged at Pearl Harbor.

PHOTOGRAPHY: COURTESY OF JASON AND RENA PILALAS; BRAD BAKER; VICKI JAURON, BABYLON AND BEYOND PHOTOGRAPHY VIA GETTY IMAGES

Owner of *Tempo*
Length: 164'
Year: 1996
Location: Barcelona

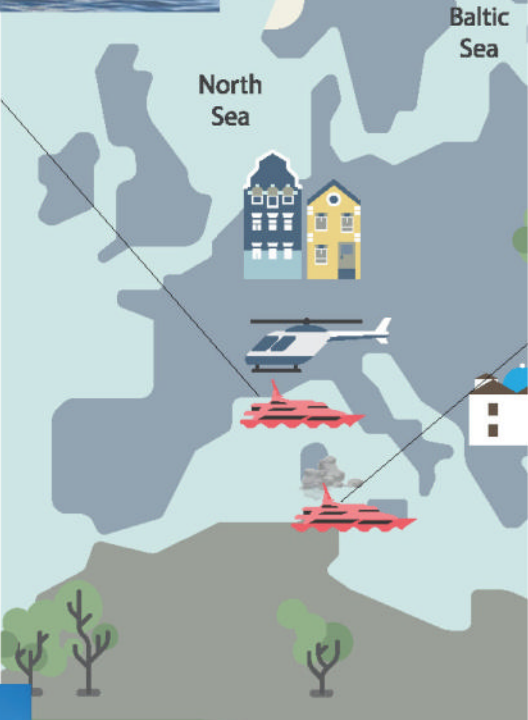
With *Tempo* in the Med and you based in Sydney, do you have any boats closer to home on which to get your fix?
Yes, I also have a beautiful 141ft vessel in Sydney called *Tango* (*pictured left*). I kept her in Sydney Harbour for a long time, but lately she's been living in the Pittwater to the north of Sydney and comes back to the harbor once a month or so

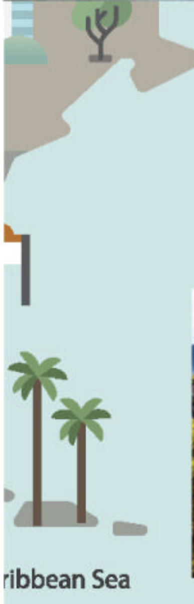
Any recommendations for Sydney Harbour?
Rose Bay is one of our favorites. It's just beautiful

As you bought *Tempo* just before the pandemic, have you managed to spend much time aboard?
We have managed to get over for two stays of four months each, but we missed two seasons due to the pandemic. We like to spend long periods on board. Australia is a long way away and we don't want to be traveling back and forth constantly. We weren't tempted to bring the boat home like other Aussie owners did, as she's perfect for Med use

What attracted you to the yacht?
She has a very harmonious, rhythmic, decorative and mood-enhancing interior. When we bought her we changed a few minor things, mainly in the lighting and engineering areas, which have made a big difference to the presentation of the yacht

How long have you been yachting?
I bought my first boat when I was 21, and *Tempo* is my sixth – I think!





Members' Logbook

Every month, you tell us where you are on the seven seas and share your future travel plans

PHOTOGRAPHY: COURTESY OF OWNER; MIKE FISHER; JOSH CZACHUR/BREED MEDIA; GONZALO AZUMENDI VIA GETTY IMAGES; JORG GREUEL VIA GETTY IMAGES; RAFFI MAGHDESSIAN VIA GETTY IMAGES; WESTEND61 VIA GETTY IMAGES; SKYE ARMSTRONG VIA GETTY IMAGES

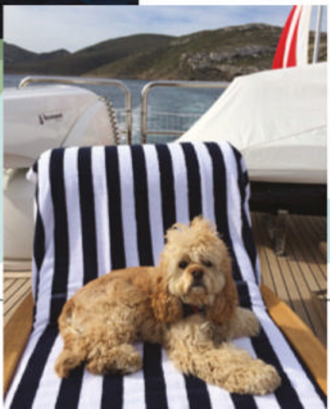
Mike Fisher

Yacht: *Brigadoon*
Length: 119'
Year: 2018
Location: Mallorca

What's the plan for *Brigadoon* this season? Do you have an idea of where you'd like to take her?
Our season on board *Brigadoon* usually starts in April when we head to Mallorca for the Easter break. Typically, we start early in the year and finish at the end of October. We particularly love those early and late season cruises. The weather is sunny during the day but often quite crisp in the mornings, and in the evenings you need a sweater to keep warm. Although water activities are out of the question, it's a great time to walk and explore the countryside or sit and read on board. This season we'll cruise the Balearics, traveling around Mallorca, Ibiza, Formentera and Menorca. We have heaps of family and friends staying on board, and the islands are easy access from our home in the UK

Why does Mallorca remain a firm favorite?
We have traveled extensively throughout the Med, but Mallorca has everything: beaches, culture, food and scenery. We particularly love the west coast near Deià and Sóller. The Tramuntana mountains are also impressive. We have a few favorite bays such as Sa Foradada, which has a great restaurant accessed via the sea or a long hike. We call it Elephant Bay, as the headland looks like an elephant kneeling in the water. We also love Sa Calobra or Ski Slope Bay as we remember it. Once all the tourists have gone we like to wander through the canyon, which feels like the Wild West or being on the set of *Bonanza*. Then if we want some fun, we head over to Ibiza, especially if we have young visitors on board. Finally, we head out to Menorca which is much quieter but Mahón Harbour and the new Hauser and Wirth gallery is a definitely worth a visit

Would you take Brigadoon out of the Med?
We have often thought about it; after all she's a go-anywhere boat. I was recently inspired by *Brigadoon*'s sistership *Botti*. When Studio Indigo, the design studio I founded, completed working on the yacht, she sailed straight across the Atlantic – some achievement for a 199ft motor yacht. It's something that I would like to do but would probably get mid-Atlantic and regret it

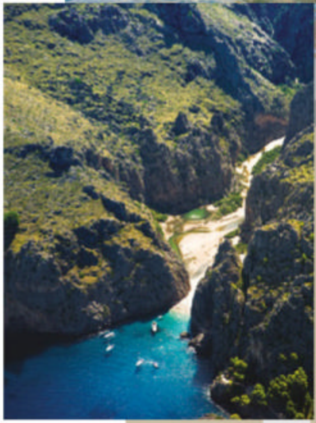


Does anywhere else inspire you?
My partner is a fan of *Below Deck* and recently enjoyed the series from Norway. The scenery was truly inspiring but it looked bloody cold all the time! I would love to explore the Baltic – Denmark, Sweden and Finland and into Russia. Arriving in St Petersburg by sea would be a dream, but I guess a dream is all it ever can be for the moment.

Did the boat need much work over winter?
This past winter has been quite eventful as *Brigadoon* has been preparing for her five-year Lloyd's survey. I am pleased to say she has passed all of the inspections so far and this is a testament to the care and attention the crew lavish on her. And also Moonen for building such a great technical boat

How is the Studio Indigo/Moonen association going?
Moonen has been fantastic from the day we arrived at the yard and stepped on board *Brigadoon* five years ago. It's very much a family firm and the new owners, Matthew and Louise Baxter, bring Australian passion and enthusiasm. They have become great friends and we speak to them regularly and visit them at their house in France. Studio Indigo has gone on to design the interiors of *Kokoro* and *Botti*, and we are currently designing another 119ft Martinique as well as the new 110. The Martinique series is a very adaptable platform, which makes her such a great boat. The 110 is more classic in looks but still has that Moonen DNA

Any other Studio Indigo projects in the pipeline?
We're working on a 147ft explorer yacht with Sanlorenzo that will be delivered in 2024 and a 197ft Amels scheduled for delivery at the end of 2023. Both will be a new design direction for the studio and represent a new wave of yacht owners who want to push their boundaries and, in turn, ours



MY LIFE IN BOATS

MARKO LAKIĆ

This yacht owner has turned his love for the sea into a business, *Grace Trofa* discovers

I was born and raised in Split, Croatia, but on my mother's side my origins are from a little place called Omiš, south of Split. As a child, as soon as school was over, I spent the summers at our house in Omiš, across the road from the beach. The whole family, 30, 40 of us, would be together. I would go fishing with my grandfather in his 15ft boat and that gave me my first love of the sea. I loved that boat; I cleaned it every day. My grandfather died when I was 10 and it wasn't until I was 15 that my parents let me use it on my own.

I kept fishing, but I was using it more to pick up girls and drive my friends around. I started to learn how to fix little things and it reminded me of my grandfather. I majored in finance and moved into the banking business. As a relationship manager, I was working with cruise ship owners who were converting old wooden cargo vessels into small passenger cruise boats. Being their banker, doing the P&L analysis, I learned it could be a good business. It lit a spark in me and reminded me of my history and love for the sea.

In 2013 I bought my first wooden boat, a 66-footer built in 1941, with 10 cabins and only three baths; it was like a hostel on the water. I kept working at the bank and recruited my brother, who was about to graduate in economics, to help me for the summer. We did 13 weeks of charter so that encouraged me to buy another boat with more cabins. I knew how to write a loan, what to hide, and what to say.

My brother and I formed a partnership, and I left the bank and focused on our charter business in Croatia from late April to mid-October. Before long I was selling the wooden boats to upgrade, starting with our first steel yacht, the 131ft, 19-cabin *Almissa*. The shipyard built the hull, I worked as project manager, and six months later we had our first guests on board. We sold the second wooden boat and bought the 141ft, 14-cabin *Lupus Mare*. We did a complete refit and she is further being upgraded to include luxury features like a cinema, jacuzzi, and a gym.

Working with just a steel hull, we built the 157ft *Corsario*. When we did the blessing of *Lupus Mare* and *Almissa*, the priest said, "I know I will see you again," and my wife said, "If you do then you know he will be divorced!"

I did buy for us a small 25ft speedboat and named it after my wife, Tea. We don't have much time to use it, except in the summer, exploring the hidden bays around Korčula and Brač islands, going out to dinner, eating ice cream, and going to the beach with my childhood friends.

Our growth has been quick, but we don't want a huge fleet. We hand-pick our staff from locals. The response has been positive, and we are still young; I am 43, and my brother 33, so there are many years ahead to be productive. ◻

BANKING ON SUCCESS

Marco, left with wife Tea, built up his charter business in Croatia after learning the ropes in finance. Clockwise from above left: family fishing trips ignited a love of the sea; Zlatni Rat beach on Brac, also known as the Golden Cape; cruising the Dalamatian islands; Omis, Marco's hometown; 157ft *Corsario*

PHOTOGRAPHY: COURTESY MARCO LAKIC; IGARTIST VIA GETTY IMAGES; MBBIRDY VIA GETTY IMAGES; MARKO MIHALJEVIC

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Holiday heaven

Six-star service and a vacation curated for just you: Moonshot Ranch in Aspen is a rental like no other – in more ways than one

A vacation at Moonshot Ranch is not just any vacation. The first difference is that you don't rent this one-of-a-kind home and its cinematic 200 acres in the heart of Aspen's Rocky Mountains – you charter it. Moonshot's proprietor, a yacht owner who has traveled the world, recognizes that the curated service you get from chartering a yacht is second to none, more than any five-star hotel. His mission therefore is to offer a unique vacation rental specializing in unparalleled six-star service. Book a stay here and you will have every wish and whim catered for, thanks to your very own private concierge, driver, chef and ranch manager, who will be on hand 24/7 to help make sure your stay is the most luxurious it can be.

The second difference is Moonshot's location. The impeccably furnished home, which consists of five guest suites, 10 bathrooms and an office, is only nine minutes' drive from Aspen yet you still get the full Colorado experience: panoramic scenery, fresh mountain air, dazzling azure skies and a 360-degree view of Aspen's four mountains: Aspen Mountain, Snowmass, Buttermilk and Aspen Highlands. The ranch is set on a 500-acre mesa (flat-topped rock), which gives elevated views across the valley.

Sunsets and sunrises are spectacular at Moonshot Ranch, and, rather aptly, so is star and moon gazing, as there is no light pollution to dim your view. A dip in the hot tub is a must. Depending on the time of year you visit, your intuitive concierge will suggest a range of activities each day specifically curated to you and your group.

Every activity has been thought of, and instructors and guides are provided for any or all activities as needed. On the ranch there is everything from volleyball and polo to mountain biking, motocross and car racing – perfect for active types. Skijoring – snow skiing behind a horse in full gallop on a course – is also available in winter.

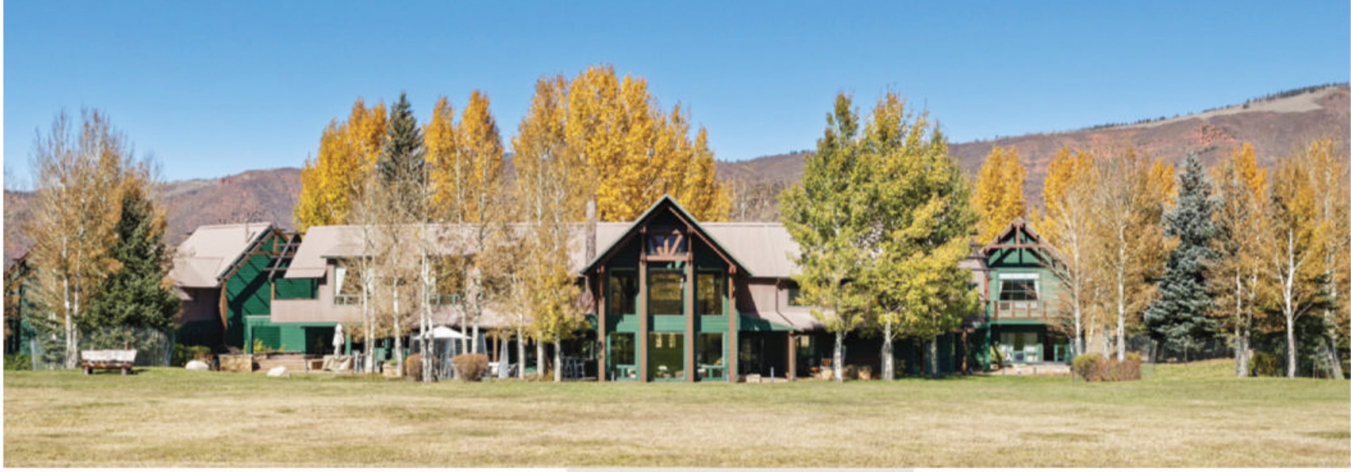
MOONSHOT
RANCH

The spacious and bright home blends luxurious furnishings with the rustic stone and wood features that are perfectly suited to Colorado

The area also offers a wealth of activities for all ages: from world-class skiing and snowmobiling in winter, to family hiking, hot air ballooning and kayaking in summer. More sedate activities include fly fishing in the mountain streams and lakes (the area is renowned for large trout fishing) or the stunning Silver Queen gondola ride up Aspen Mountain. And not forgetting the abundance of cultural activities that Aspen has to offer; the historic mining town has a thriving arts scene with must-see events and exhibitions happening throughout the year, including at the Anderson Ranch Arts Center.

moonshotranch.com

You don't rent this one-of-a-kind home and its cinematic 200 acres in the Rocky Mountains – you charter it



Moonshot Ranch

- More than 13,000 square feet of vaulted-ceiling residence, plus garages, tack room and barn
- Five guest suites, 10 bathrooms and one office. Sleeps up to 10
- Guided trail rides every day
- Lessons in barrel racing, reining and cutting
- Six horses and five miniature horses
- Alpacas and ranch dogs
- Chickens (for fresh eggs)
- Membership access to racetrack and race cars included
- Two motorcycles and mountain bikes for a one-mile mountain bike/motocross loop on the property
- Services of concierge, chef, driver, ranch manager, housekeeper

If you don't want to step outside the front door, your concierge can arrange experiences to come to you, such as spa treatments or yoga sessions. However, if you are yearning to explore, there are daily horse rides on one of the estate's six horses. Every level is catered for – whether you're new to horse riding or are an advanced rider who wants to try your hand at the traditional rodeo-style techniques such as barrel racing, reining or cutting (lessons are available). And children will be kept busy – there are mini-Shetland ponies for them to ride in Moonshot's pristine paddocks, as well as friendly alpacas and ranch dogs to pat and chickens to feed.

The most magical times of year to experience Moonshot are spring, summer and fall, when the trees burst into glorious technicolor. A snow-covered Aspen also sparkles during the holidays and is brimming with designer boutiques, chic eateries and independent stores for your last-minute holiday shopping.

With so much to do and discover, no two Moonshot vacations are the same. And with attentive staff who make it their business to really get to know you, it's somewhere you'll want to come back to time and time again. *$250,000 per week (two-week minimum stay); moonshotranch.com*

A quick drive to Aspen yet set in complete seclusion between four peaks of the Rocky Mountains, the ranch offers the best of both worlds

PHOTOGRAPHY CONRAD SHIPYARD

PLAYING AN
ACE

An international team collaborated on the build of Conrad Shipyard's *Ace* but, as the largest superyacht to emerge from the country, she's really Poland's triumph. *Cecile Gauert* discovers how they pulled it off

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It's December and the Old Town of Gdańsk in Poland is filled with weekend visitors as the snow falls thick and steady. Amid the festive ambiance, children slide on the frozen bank as their parents stop and stare at a gleaming white yacht, aglow with lights. This boat is the star of the waterfront and the proud shipyard is celebrating her launch.

"I have always had a passion for boats and the ocean," says the owner of the new *Ace*, who came to Gdańsk for the christening. He started with smaller boats but realized he would like to own a bigger yacht one day, then he took the time to deliberate. The new 145ft Conrad C144S is the product of a long quest for this owner and the shipyard too. She is the builder's new flagship and the largest yacht yet built in Poland.

Gdańsk has a healthy marine industry. Just a few minutes up the river that flows through the city, industrial cranes reach for the low-lying clouds. For the past two decades, yacht builders have joined the commercial yards, producing boats that take the made-in-Poland label to the far reaches of the world. And they are getting bigger and better all the time. "Gdańsk has always been known for shipbuilding, but it's time to say it out loud: the quality of yacht-building is world class," says Polish-born Radek Gendek, a charter executive for the Luxury Charter Group, who brought the Conrad Shipyard to the owner's attention.

Conrad Shipyard was born in 2003 as a sister company to shipbuilder Marine Projects (established in 1989 by former Gdańsk Shipyard employees) and delivered its first yacht, *Escape S* (now *Chillin*), for an American client in 2005. While it worked from the start with exterior designers, the yard did most of the interior design work. CEO Mikolaj Król, an architect and a perfectionist, personally worked with a few owners on their projects supervising an experienced team. The award-winning *Viatoris*, the superyacht that preceded *Ace* from the yard, for instance, had naval architecture by Diana Yacht Design and exterior design by Reymond Langton Design, but its interior was done in-house. *Ace* was different. The owner surrounded himself with a solid team that included an interior designer and an owner's representative. Letting go of some of the design decisions wasn't easy. Król, who has an endearing gift for candor, will tell you that himself.

The owner already had a good impression of the artisanship that you can find in Poland, and he liked the people at Conrad, who came across as serious and motivated. He also appreciated their transparency. "It may be a bit risky to work with a little-known yard, but I felt that they were people who could be trusted. I did not have that impression everywhere," he says. "I told them we are going to build a yacht with European style, with floor-to-ceiling windows. I felt from the get-go that they had the heart to do it."

The 131ft *Viatoris* was the starting point for the project that would become *Ace*. The owner has known Gendek of the Luxury Charter Group for about 15 years. Gendek lives in Gdańsk and that's where he first saw *Viatoris* fresh out of the yard in 2018.

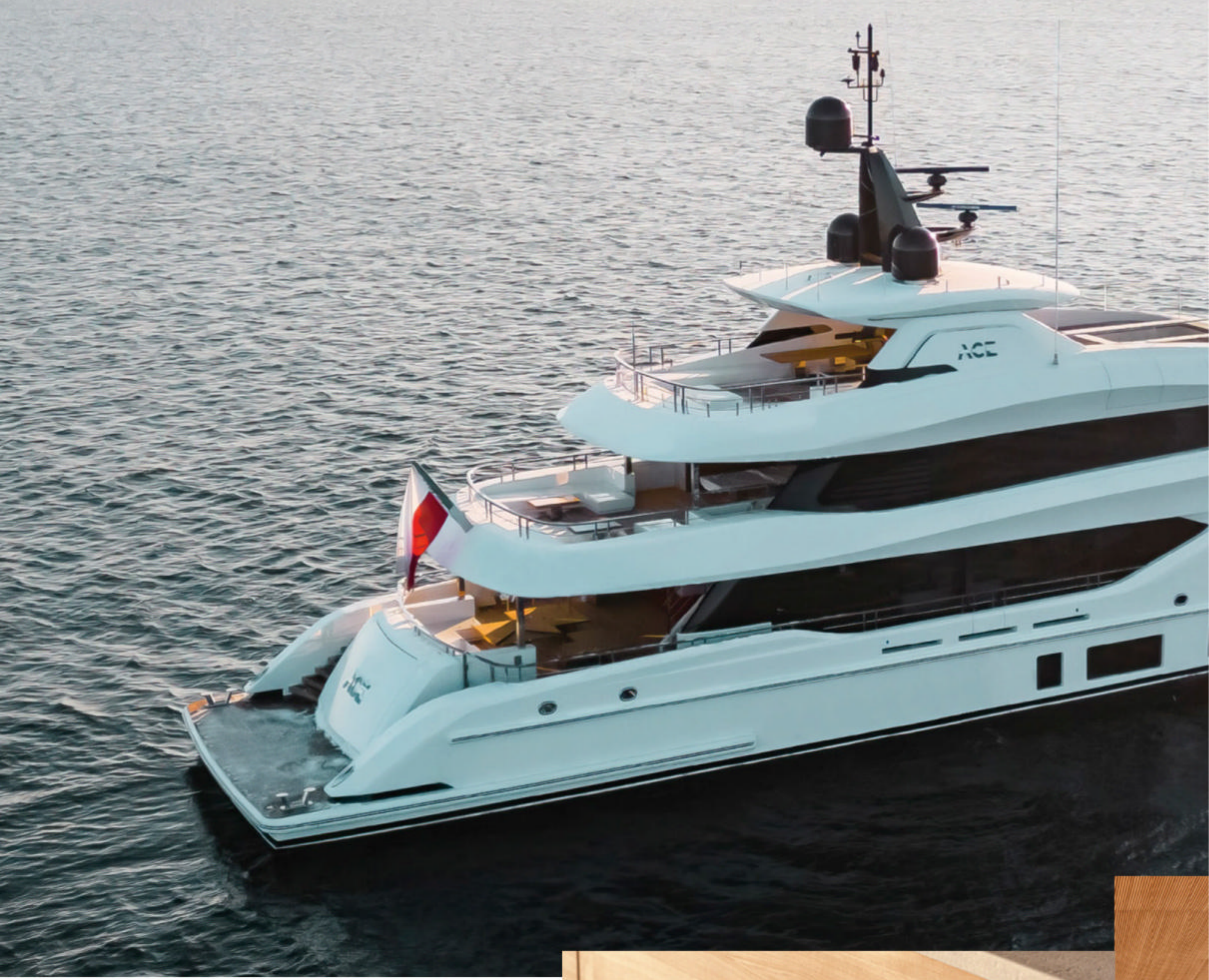
"Radek called me (and said) 'I saw an unbelievable boat, it will be in Monaco. Are you coming?'" the owner recalls. He was, and that's when his quest took a more definite turn. "As soon as I stepped on the passerelle, I could feel the quality," the owner says. The interior, on the classic side, wasn't his cup of tea, but he was impressed by the fit and finish.

Up to that point, he had been absorbing information, spending vacations on different types of boats, both catamarans and monohulls, in different destinations. "I have spent many years learning and observing. I wanted to understand this world of yachting. I chartered around the world, in Indonesia, Greece, the Exumas and the Mediterranean," the owner says. "When Radek took me around boat shows, I asked a thousand questions. And the next day, I would return to the boats and I'd ask the same questions again; he must have thought I was crazy," he says with a laugh.

"I spoke to captains, visited shipyards, spoke with builders, did my due diligence to try to understand the differences in quality," the owner continues. "There is what you see and what you don't. Often people fall for the nice furniture and decor, but what is also important is all that you can't see, the noise, etc. I took my time."

ADDITIONAL PHOTOGRAPHY, PREVIOUS PAGES: AUSTIN NEILL ON UNSPLASH

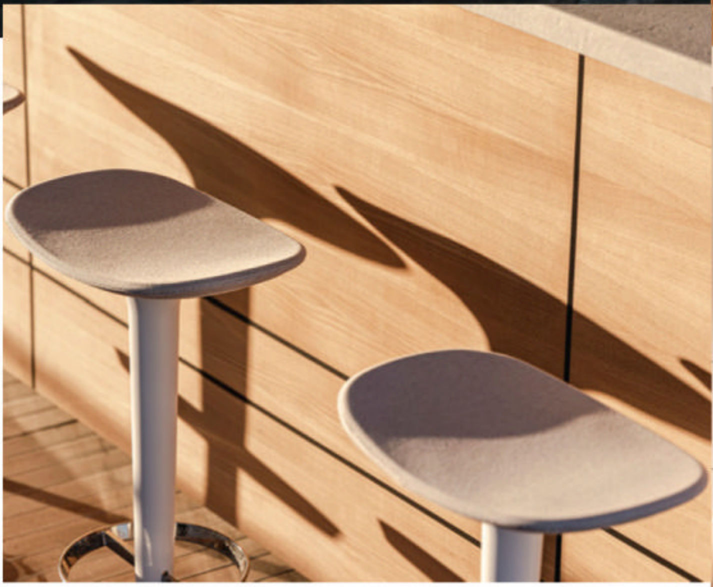
ACE



A friend introduced him to Nicolai Yacht Consulting, and he called co-founder Nicola Nicolai over to have a look at *Viatoris*. It got a thumbs up, and from there the search intensified. The owner, Gendek and Nicolai visited more yachts to get a better handle on his wants, likes and dislikes. It took about another year and a half before they signed the final contract.

Diana Yacht Design and Reymond Langton Design reprised the roles they had played for *Viatoris*, as naval architect and exterior designer, respectively. And as they worked to develop the concept, the team grew to include Italian design studio m2atelier, one of several designers Nicolai had suggested.

M2atelier founders Marco Bonelli and Marijana Radovic, both architects with different backgrounds – she was born in Serbia, while he's from Italy – make an interesting duo. Although they have worked in yachting, including on a 190ft Codecasa, they have not been able to show much of their work in this arena; they are better



Top: Reymond Langton created a dynamic look with sweeping lines that play off the black and white contrast. Note the lowered bulwarks outside the salons that allow for bigger views out. Above: the sundeck, like the rest of the yacht, has a modern appeal

known for their residential work and luxury boutiques. Their modern architectural style appealed to the owner, but he wanted to know more. "I invited them for a weekend in the mountains. I had a good feeling with them," he says. "They are very organized and detailed."

While *Viatoris* was a starting point, it's obvious the C133 (as the builder refers to its previous superyacht) and the C144S (*Ace*), are very different yachts. The owner, who enjoys golf, wanted more storage space, comfortable cabins for his guests, a more modern look and better spaces for the crew, especially since he would be offering *Ace* for select charters.

Of *Viatoris*, Król says, "It was a beautiful project, but it had very limited crew space. The owner uses it privately, so it was not needed," he says. "[For the new yacht] we tried to do different profiles, and we tried it with a plumb bow and suddenly it became a completely new boat. A lot of models on the market have a lot of complicated details; this boat cannot be compared to that. But I like these lines a lot because the boat looks like a sculpture. It's a timeless boat."

Andrew Langton and Pascale Reymond, co-founders of Reymond Langton Design, see several positives in a vertical bow. "We positively encourage clients to adopt the vertical bow not only for aesthetic reasons [but because] it was proven to improve seakeeping abilities in both the 68- and 98-metre (223ft and 232ft) *Aviva* yachts we previously designed," Langton says. On the new Conrad, "the near-vertical bow created a huge amount of volume for the crew accommodation. This bow shape was discussed with Mikolaj Król early in the conception of the C144S to increase the crew numbers and make the yacht look strong and dynamic."

It meshed well with the owner's vision. *Ace* is, to an extent, a compilation of some of his favorite features. "We redesigned every single area, every single space, every single room to adapt it to (the owner's) requirements," Nicolai says. The straight bow design allowed "a proper laundry, a cold room and an enclosed galley" to be added. In other areas, the engineer on *Ace* enjoys a soundproof control

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The owner wanted the opposite of flashy. The interior is "politely elegant"

The main salon exemplifies the less-is-more philosophy of m2atelier's design. Although many pieces are custom, these sofas are by Minotti. Lighting is by Luce5 with Lutron controls. A much larger yacht inspired the owner to ask for floor-to-ceiling windows, which are tinted. Mirrored sections on the ceiling amplify the views

ADDITIONAL PHOTOGRAPHY: M2 ATELIER – LORENZO PENATTI

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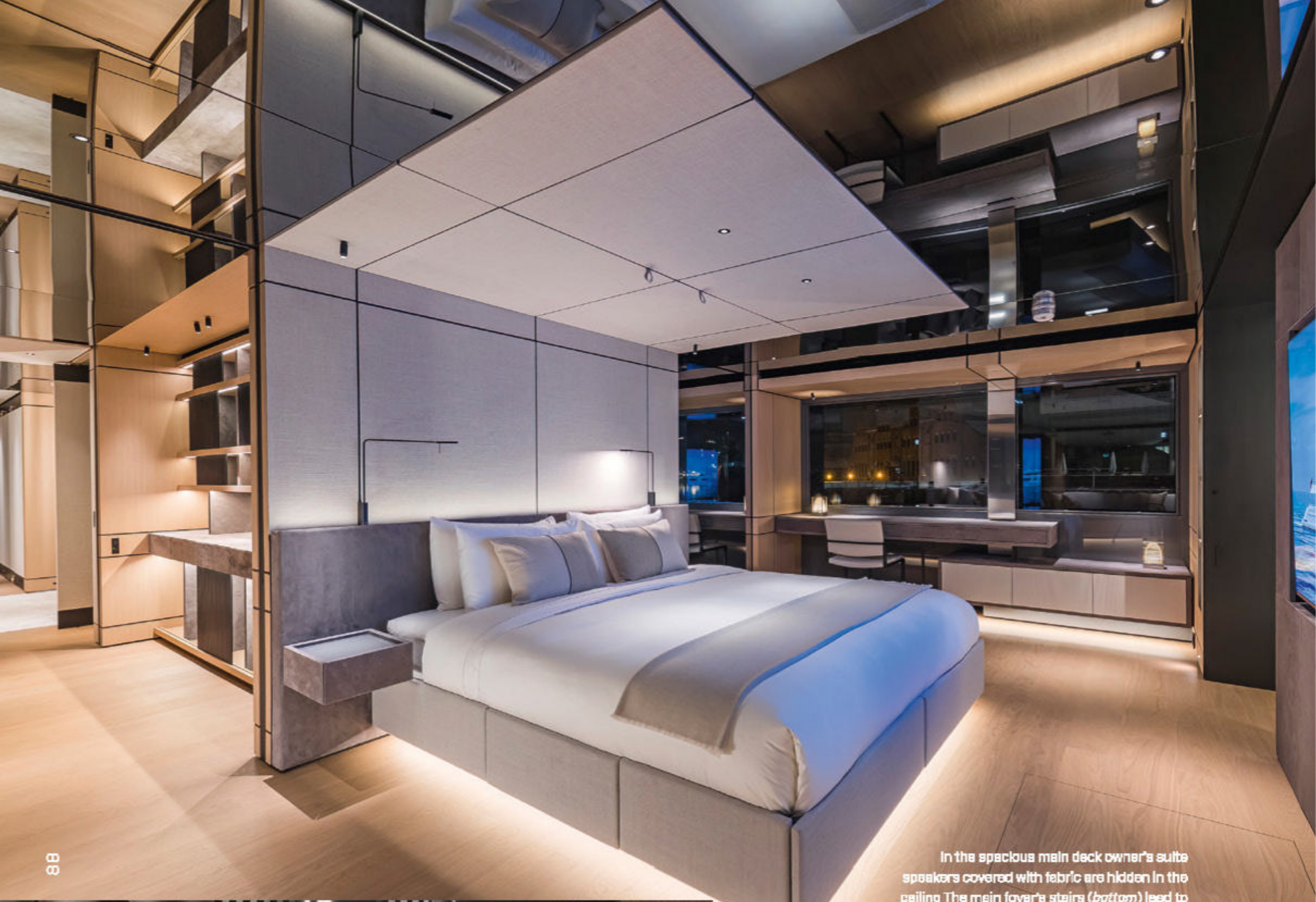

In the spacious main deck owner's suite speakers covered with fabric are hidden in the ceiling The main foyer's stairs (*bottom*) lead to the sky lounge (*opposite page, bottom*), where a sliding wood panel conceals a large television

room (not common on a yacht of this size). The salon doors are over 8ft high and the gangways 31.5in wide (the standard found on a 200ft yacht). These details, in combination with the floating furniture and big vistas, make it easy to forget that the yacht is 145ft.

For the owners, who spend a lot of time outside, the designers created enjoyable spaces, chief among them an 80ft-long sundeck with a recessed pool that doesn't block the view, a large bar and an extra-large television that stores in the overhead. An interesting detail in the pool is that the designers chose a micromosaic from Nero Sicilia that is made with glass recycled from television and computer screens.

The owner wanted large windows and they are spectacular. "The purely white color scheme contrasted with the black glass window shapes, and sweeping lines from bow to stern, together with our signature undercut 'rolling wave' forms on the superstructure, create an elegant yet dynamic aesthetic," Langton says. "We minimized the height of the bulwarks outboard of both salons to improve the views out and enhance the owner's connection to the sea."

ADDITIONAL PHOTOGRAPHY: M2 ATELIER - LORENZO PENATTI

Diana Yacht Design worked on the naval architecture of the new hull, which cruises at 14 knots, modestly powered with twin Caterpillar C18 ACERT engines. "We had to make sure that with the new and different weight distribution and total weight, we could meet the performance of the yacht," Nicolai explains.

Sister company Marine Projects built the steel hull, and Conrad did almost everything else in-house. Some minor stainless-steel work had to be subcontracted but the shipyard kept a firm handle on the project. The carpentry, fairing and painting were done at the shipyard. Even the interior panels that decorate the guest cabins were scored and painted on site, under m2atelier's guidance, to emulate the look and feel of leather found in other areas. Dutch noise and vibration specialist Van Cappellen worked with the shipyard on efficient insulation.

After dark, the interior of the yacht takes on a rich, sophisticated quality. The rhythmic and repetitive nature of the design by m2atelier is soothing and, while beautiful, is visually unobtrusive. What is left to appreciate is the volume, the high ceilings and the landscape seen through these huge windows, on this occasion fat snowflakes drifting against Gdańsk's festively lit big wheel. It's hard to imagine how different the feeling will be when *Ace* cruises through the blues of Sardinia or the Exumas, reflected in the mirrored ceilings, but no doubt it will be spectacular.

"We redesigned every single area, every single room and every single space to adapt it to the owner's requirements"

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Metal inserts are an interior leitmotiv, as are mirrors. A "soft touch" finish on lacquer tempers any harshness. Warm gray is a prominent color, even on the wood finish

Metallic details are what Bonelli calls a *fil rouge* – a central theme. Mirrors, back-painted glass tile, nubuck and oak with an interesting knot are the primary materials. The owner wanted the opposite of flashy. For an interior that is "politely elegant," Bonelli says. "We whispered the details."

He describes the work as a long process that involved finding out what materials would work best for lasting beauty. Surprisingly perhaps, nubuck is a resilient material that can be easily buffed, he says. "We tested it." The thought process went into details such as applying a thin wood laminate to the metallic blades in the air conditioning vents to prevent rust from condensation. He points to the treatment in the front cabin where a triangle meets a curve at the intersection of the port-side window and the bed, done to maximize the space.

These qualities will also make *Ace* a good option for charters. "She provides much more volume than yachts of a similar size and certainly rivals some of the larger vessels," Gendek says. "The multiple entertainment options across her three decks will satisfy the most experienced guests looking for a luxury getaway. To name a few: a magnificent sundeck with spa pool and 100-inch outdoor theater screen; a generous swim platform for easy access to the ocean; and a garage fully stocked with all the latest water toys. *Ace* also comes with a sleek 34ft Nor-Tech Sport chase tender."

As in a theater, where you ignore what is behind, above and below the stage, it's easy to forget that *Ace* is a complex mix of machinery and technology, especially since the shipyard has taken great care in hiding all the technical elements, following the design's imperatives. In the owner's suite on the main deck, for instance, the speakers are invisible, concealed by linen stretched over them. "We did a lot of research and found speakers that work with plywood and fabric to produce good- quality sound. You will not see anything here, but it sounds perfect," says Conrad project manager Pawel Polak.

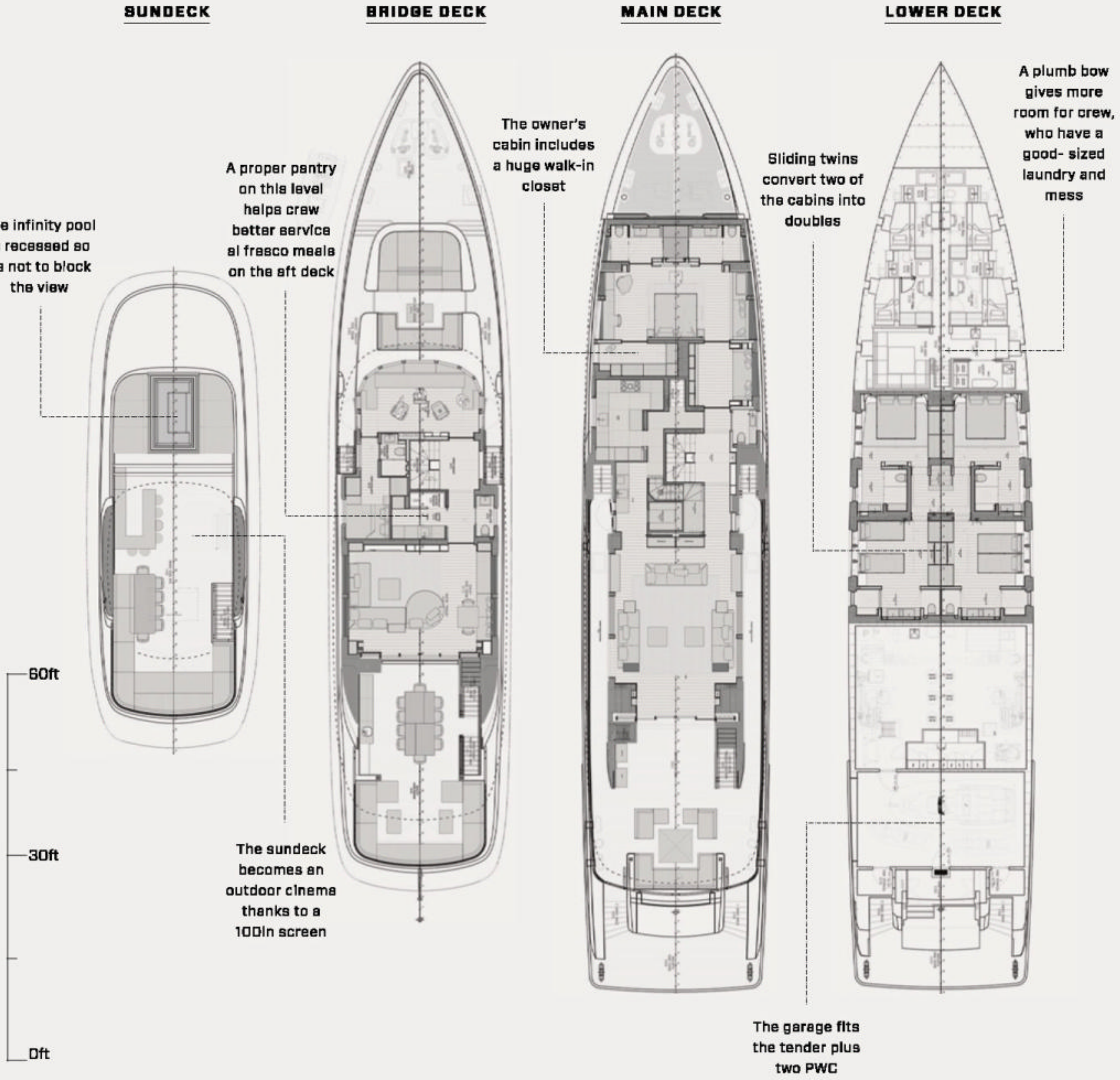
One of the keys to success in a project that was started during Covid-19 – and involved so many people around the world – was the detailed 3D models the yard produced. Owing to its commercial background, Conrad has a firm handle on the engineering side of things and it is plain to see, from the elegant bridge to the spacious engine room and garage.

Hull No 2 is already sold and in an advanced stage of construction. The owner of that one had been looking for a long time and fell in love with the concept he saw advertised in a magazine. It will be very similar in both look and feel. It took time, a lot of back and forth, many meetings in person and behind computer screens, but, as the owner of *Ace* says, "everyone pulled in the same direction." And thanks to a team motivated to deliver the best, with this new C144S, Conrad Shipyard has truly played an *Ace*. ◻

ADDITIONAL PHOTOGRAPHY: M2 ATELIER - LORENZO PENATTI

ACE

CONRAD SHIPYARD



The infinity pool is recessed so as not to block the view

A proper pantry on this level helps crew better service al fresco meals on the aft deck

The sundeck becomes an outdoor cinema thanks to a 100in screen

The owner's cabin includes a huge walk-in closet

Sliding twins convert two of the cabins into doubles

A plumb bow gives more room for crew, who have a good- sized laundry and mess

The garage fits the tender plus two PWC

LOA 145' 3"

LWL 141'

Beam 29' 2"

Draft 8'

Gross tonnage
497GT

Engines
2 x Caterpillar C18
ACERT, B-RATED-

Generators
2 x 118kW
Caterpillar C7.1

Speed (max/cruise)
13/11 knots

Range at 10 knots
5,100nm

Fuel capacity
13,552 gallons

Freshwater capacity
3,093 gallons

Owners/guests 10

Crew 9

Construction
Steel hull; aluminum superstructure

Classification
Lloyd's Register @ 100A1 SSC YACHT MONO G6, [@] LMC, UMS, MCA REG

Naval architecture
Diana Yacht Design

Exterior design
Reymond Langton Design

Interior design
m2atelier

Builder/year
Conrad Shipyard/2022
Gdańsk, Poland

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conradshipyard.com

For charter
Luxury Charter Group

A BRIDGE TOO FAR?

Could the traditional wheelhouse soon be a thing of the past, replaced by a control room deep within the bowels of the boat? *Sam Fortescue* surveys the horizon

PHOTOGRAPHY: COURTESY OF FEADSHIP

Gazing toward a rocky coast painted orange by the fading sun, the captain is eyeballing the way into harbor. Her eyes flick between the majestic view and the instruments in front of her, the mate's voice occasionally crackling over the radio from the bow. So far so normal, perhaps. But what if this superyacht captain were in fact operating from a windowless control room, just next to the engine room, well below the waterline? And what if that "view" was just a collection of pixels on a large screen?

Drinks in hand, the owners and their children are enjoying the same view – only this one for real, through the floor-to-ceiling glass of an observation lounge. These are the best seats on board, with a 270-degree panorama. Right forward and high up – on any other boat, this would be the bridge.

It may sound like a fanciful glimpse of the future, but as technology advances, the location of the bridge is being called into question like never before. In addition to an observation deck, this space could also make an extraordinary master suite, or form part of a three-deck owner's apartment; even guests could have cabins with forward views. The potential

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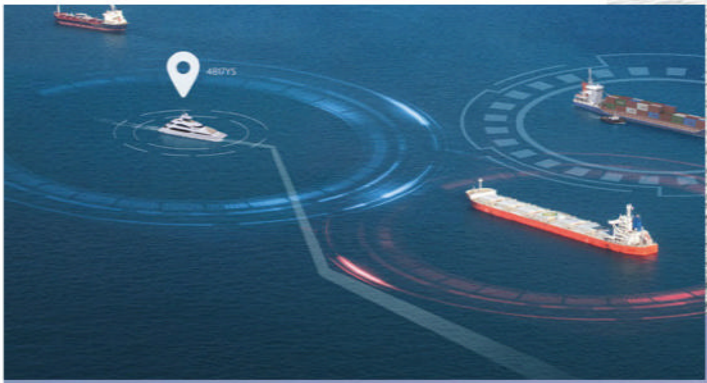

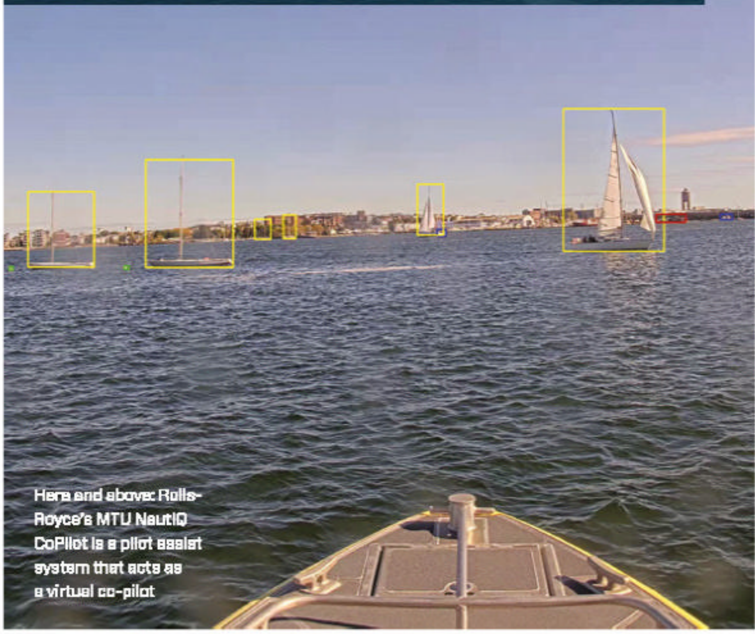

Here and above: Rolls-Royce's MTU NautIQ CoPilot is a pilot assist system that acts as a virtual co-pilot

benefits to superyacht owners are many, but are the rest of us really ready for the remote wheelhouse?

Engineering behemoth Rolls-Royce says it could already provide this capability through its own MTU NautIQ Co series of ship automation systems, currently being field tested. Just like self-driving cars, this includes lidar – a safe laser technology used for accurate range finding, which can help machines distinguish between different obstacles around it. "Situational awareness can be provided by cameras, radars and lidar sensors," says Kevin Daffey, Rolls-Royce VP of engineering and marine automation. "The first version of the MTU NautIQ CoPilot product is expected to be available in late 2023."

Team Italia's innovative I-Bridge system can already bring all the navigation and management functions of a modern yacht together into a single touchscreen console, and remote operation is the natural next step, according to CEO Massimo Minnella. "Our R&D department is collaborating with some of the most renowned partners on this issue, and in the near future this technology will be implemented and integrated into our I-Bridge," Minnella says. "It will bring a complete revolution in wheelhouse design: owners and their guests will be able to enjoy a greater view and more space, and we will be able to support them through the full customization of the bridge."

Videoworks is already thinking about how to support this transition. Robust and rapid data exchange will form the backbone, according to Paolo Tagliapietra, the firm's connectivity and communication solutions manager. With it will come "a redundant network infrastructure to avoid hardware problems, with systems connected to the internet and at the same time well protected to mitigate cybersecurity risks."

But if the technology for automation exists, the applications for it in the superyacht world are lagging behind. Feadship has gone further than most in visualizing how a bridgeless yacht would really work with its 268ft Pure concept. First aired in 2021, Pure would be a superyacht like no other. A huge, minimalist owner's cabin dominates the forward part of the superstructure, with far-reaching views through mullion-less wraparound glass and access to a private pool and lounge area on the raised foredeck. The yacht's controls and operations stem from a compartment below the waterline, dubbed the command center. From here, the captain and officers can monitor the view relayed from cameras all around the boat on a giant screen that lines the forward bulkhead. Augmented-reality systems add extra information about navigation marks, for instance, or details about the other vessels' speeds and headings collected using the automatic identification system (AIS), which gives early warning of collision risks. All the boat's core systems, meanwhile, are available on a console that looks similar to a bridge today. The most obvious difference is the lack of windows.

TEAM ITALIA

Team Italia's Dharma Next I-Bridge has 3D applications

"We're a bit like Motown Records here – a lot of artists, but we work together," says Giedo Loeff, Feadship's head of knowledge and innovation. "We worked on Pure collaboratively. If you think about technological advances, it's an obvious thing – there's so much tech out there that we could make work for the purpose of moving the wheelhouse. We thought it was a very cool thing to propose."

The benefit to owners is obvious. A typical wheelhouse might occupy more than 400 square feet on a 150 to 200ft yacht, plus the captain's cabin, which is typically just behind it. Imagine how else we could use the space. "You could have a very cool forward-facing duplex lounge," Loeff suggests. "We have had a couple of designers on the client side who were interested in this."

PHOTOGRAPHY: COURTESY OF FEADSHIP; ROLLS-ROYCE; THIERRY AMELLER PHOTOGRAPHY/TEAM ITALIA

Feadship sees other benefits too. By concentrating all the key technical operations on the lower deck, you create a crew center, with benefits for safety and efficiency. At the same time, all the power and fuel systems are moved to the tank deck, freeing up the lower deck for guests.

Unsurprisingly, not everyone shares this view. As much as the sleek aesthetics of the Pure concept drew admiration, it also attracted criticism from captains. "It definitely takes the fun away. Who is going to interact with the guests?" Aaron Clark of 262ft *Artefact* asks. "And what about coming into dock? How far do you have to go to reach the wing station? Even putting the bridge on the main deck level is a really bad idea, just because of height of eye."

Captain Guy Booth of 192ft *Phi* takes a similar view. "A year ago, I was in command of a 45-meter (148ft) yacht that had been built with no view from the bridge aft and extremely limited visibility to the side. A year after launch the yacht went back to the shipyard to have additional wing stations installed at huge expense, because the designers' idea of using cameras to reverse into a berth was ludicrous and counter-intuitive to any helmsman."

He goes on to add that small boats or submerged objects are much harder for machines to spot, while a digital weather readout is nothing compared to seeing the sky and seas change with your own eyes. And what about signs of distress from other boats? "The 'gains' as perceived by out-of-control designers are far outweighed by sensible, operational requirements," he says, then remembers his first reaction to the concept. "I think I laughed out loud and possibly said 'It'll never happen!'"

Even Dùghall macLachlainn, an experienced captain who is broadly supportive of the idea of a remote helm station, says

The MTU NautIQ bridge, developed with Team Italia. Above and top: Feadship's Pure concept

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that the only place to be when you're berthing the yacht is up on deck. "Nothing beats that feeling of the wind in your hair on the wing station," he tells me.

Critics also point to the risk posed by fire on a yacht whose crew are stationed low down inside the boat. Clark doesn't mince his words: "That's a no-go, a zero. It's 101 – that's why you evacuate and have muster points. The last person to get off the boat is the bridge team, and they're in a coffin."

So, by the time you've addressed all the safety concerns and factored in the need for back-up wing stations and controls above the waterline, does it still make sense?

"You do not need to get too far into the detail to realize that the idea is beset with challenges and probable outcomes that, even before considering crew welfare, is probably a zero-sum or negative proposition," James Roy of Lateral Naval Architects says carefully. "As a highly maintained asset relative to a commercial vessel, a yacht has crew numbers far in excess of minimum manning levels. Secondly, yachts operate in crowded waters, anchorages and congested marinas."

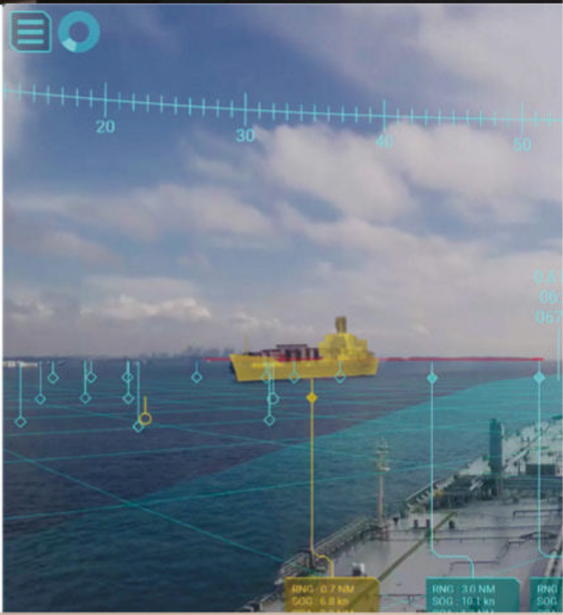
None of this is lost on Feadship and its designers at de Voogt, who say they never meant that the captain and officers should be relegated to a small box in the bilges. "Bringing the wheelhouse down to the belly of the boat was the main controversy, but that was not the objective. The objective was to adopt technology," Loeff says. "We don't necessarily have to bring it down to the tank deck – we can leave it at the same spot but without the ability to look outside. It could be a blind wheelhouse on the main or lower deck, where all sorts of crew tasks are concentrated."

Technology, really, is the key component here: the network of sensors, cameras and processing power necessary to recreate situational awareness remotely. It also could add significant capabilities to the bridge and actually make navigation safer. Loeff points to the potential of augmented reality displays, which have been developed by the likes of Furuno and Raymarine. "You currently need to look down at a screen and interpret what you see," Loeff concludes, "but you could overlay it in a much more involving screen interface. The same goes for night vision cameras in poor visibility."

MacLachlainn agrees. "It wouldn't be an issue for me. I'd be quite happy sitting down in the bilges navigating. Total immersion would feel natural; I would sit in a chair and control everything from there. At the end of the day, humans can make mistakes; electronics don't."

Clark has reservations, though. "It's hard enough to get officers off their phones, and now you're going to be giving them a really big phone?" he exclaims. "You'll get an Idaho potato farmer driving a superyacht because he was good with a joystick with video games!"

But maybe we're on the wrong track here. Roy at Lateral thinks so. "What should happen is that technology driven by autonomous surface ships should find its way onto yachts, where it offers benefits to operation, safety, layout, etc," he says. "This



Below: Pure's atrium visually connects the decks, which are unencumbered by the need for a wheelhouse

"At the end of the day, humans can make mistakes; electronics don't"

in turn should reduce crew burden, crew numbers may then be able to be reduced, without increasing burden on remaining crew numbers or leading to inferior living standards, meaning better environments for all on board."

For all the strong emotions that this issue provokes, there is one unavoidable truth. At the moment, autonomous ships just aren't allowed, beyond a handful of tightly controlled military and scientific pilot projects. It isn't possible for a large yacht to put to sea without a direct view from the helm. It comes down to the opaque requirements of the Convention on the International Regulations for the Avoidance of Collisions at Sea, or COLREGs. Rule 5 states: "Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision."

Ask one of the class societies or shipping registries whether "a proper look-out" could be conducted by electronic means, and they wriggle like a worm on the hook. As a spokesman for the Red Ensign Group says: "At present there is no specific regulation or guidance provided for remote operation of, or look-out from, the vessel. Should any particular yard wish to submit a proposal for an 'equivalence' or 'alternative design and arrangement', then the MCA will consider it."

Insurers naturally take their cues from class and flag, although Pantaenius did add a caveat for a redundant, fully operational steering position on deck "that guarantees full maneuverability." In reality it seems likely that everyone is waiting for deliberations at the IMO to conclude before they take the next step.

Either way, it is clear that the obstacles to the remote wheelhouse are many. It will take a brave, persistent owner to put their weight behind such a design and drive it through a regulatory process that could take years. What's likely first is the introduction of more immersive technology that allows designers a bit of freedom to alter the layout of the wheelhouse. For the foreseeable future yacht captains are going to remain with their eyes on the world using windows rather than screens. □

4.0 NM
H-UP
ARCHIMEDES
150°
180°
10:06:00
Range: 3.05nm

Augmented reality by Furuno (*left*) and Raymarine (*right*) improves situational awareness

PHOTOGRAPHY: COURTESY OF FEADSHIP; RAYMARINE; FURUNO; FRANCISCO MARTINEZ

PERSONAL SPACE

The Liaigre interior of the second Sanlorenzo SD118 defies the rules of yacht design with highly individual results, says *Risa Merl*

PHOTOGRAPHY MARK SEELEN **SKETCHES** GUILLAUME ROLLAND

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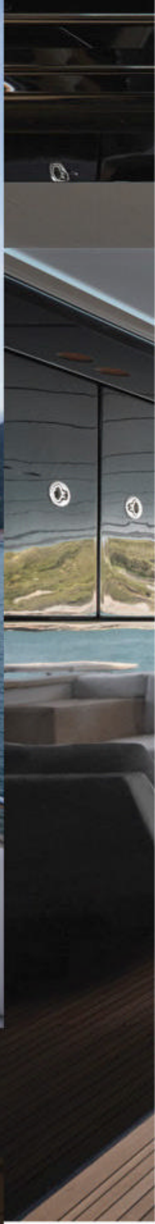
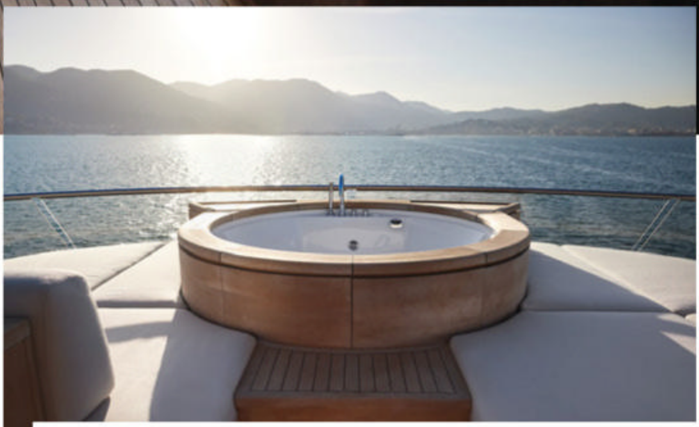
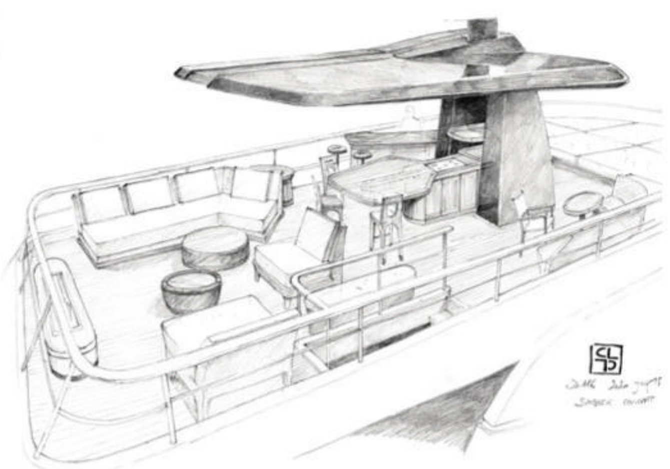


The high-top table under the radar arch was designed as a place to share snacks while dinner cooks on the barbecue. A two-person couch tucked on the starboard side serves as a more intimate place to connect compared to the central social space of the high-top



“Design is always a matter of solving space problems,” says Guillaume Rolland, director of yacht design and principal at Liaigre. It is a statement that neatly sums up the philosophy of the French design house, but in this case, he’s speaking specifically of the latest 121ft Sanlorenzo SD118, which required solving a particular problem to meet the owner’s brief. The studio used innovative space planning to eke out every inch on board to create a stylish, highly individual interior design – one that shows just how much a single model’s interior can be customized.

The owner – a longtime client of Liaigre furniture – hired the firm to create the interior of his new boat, which is hull No 2 in the SD118 range. This second hull shares the same Zuccon International Project exterior lines, but inside the similarities end. It was the Liaigre studio’s first time designing a yacht for this owner, and it was their first time designing a smaller, GRP superyacht as well. Liaigre’s previous 12 yacht designs



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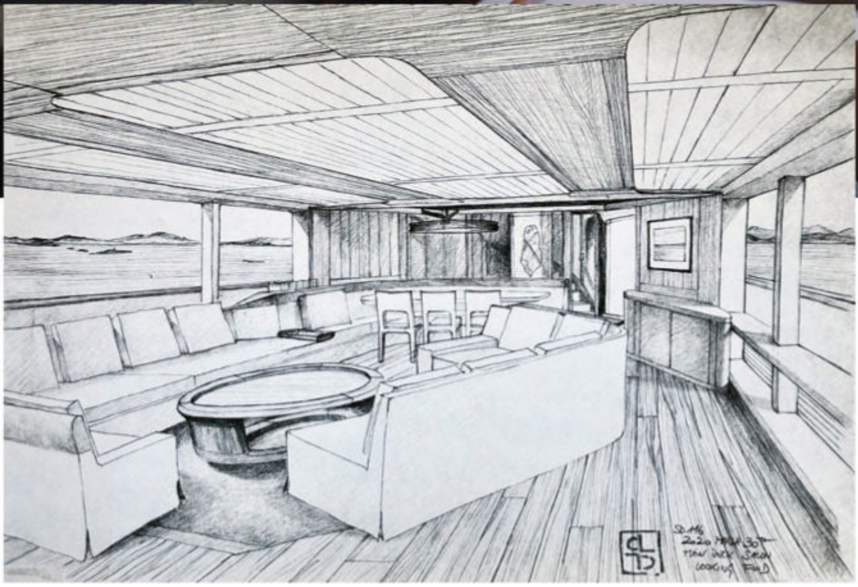
The dark and cozy sky lounge is designed to be a distinct contrast to the light, Mediterranean-inspired main salon (*bottom*). The custom pendant light above the dining table plays a trick on the eye – it looks like it's floating, but it's actually hooked onto the back wall



Go with the flow

Lalgre's design team starts by drawing lines to denote the flow of traffic. These show where people will move around the space, then the architecture and furniture is sculpted around this. This tactic can be seen in the main salon, where the flow of traffic curves along the starboard side behind a boomerang-shaped sofa. Two unusually shaped credenzas on starboard were generated by the flow of traffic the designer imagined. As functional as they are beguiling, they hold china and glass storage. Every piece on board is custom made, like the asymmetrical dining table in a corner of the main salon. The banquette seating at the table is an extension of the port side sofa. The seating is entirely connected, but is set low for reclining on the sofa, then jumps up to be higher for the dining seating. "We just respect the best positioning in the space that fits around the human body," Lalgre's Guillaume Rolland says.

"There needs to be a perfect mix between architectural expression – and geometrical correctness – and respecting the human body with some softness," he says. "It can't be all square or all round. It's a humanistic approach." This is seen in myriad small touches. The upper aft deck sofa, for instance, has a curve so when the yacht is docking, guests can perch on the backrest facing aft and admire the maneuvering.

include much larger motor and sailing yacht new builds, as well as a handful of refits. "We are always curious and happy to take on new challenges," Rolland says. "We apply the same logic to all projects – whether it's an 18-square-meter (200 sq ft) room or a 1,000-square-meter motor yacht, we are always thinking the same, thinking through efficiency." Rolland enjoyed being able to work with the owner directly, rather than going through an owner's rep or large build team as he had on previous yachts.

A key element of the owner's brief required reinventing the space planning of the typical forward master cabin. "He wakes up very early, much earlier than his wife, and he wanted to be able to do everything involved in his morning routine – accessing the wardrobe, bathroom and his office area – without being in the bedroom itself, which in a small boat like that is quite challenging," Rolland says. Of course, in yachts of this size there isn't room for a dedicated owner's deck and apartment with separate rooms for each activity. Instead, the bedroom area of the suite would usually be directly connected to the closets and en suite bathrooms; maybe there would be a separate door to close off the cabin from an entryway office. "You usually have to keep re-entering the bedroom area to use the wardrobe and bathroom," Rolland says, something that wasn't going to fly for this early-bird owner.

The solution was to dream up what Rolland calls a "night bedroom." This separate haven for sleep is tucked away to the port side of the full-beam owner's suite on the main deck. The entrance hall to the stateroom hosts a desk and open closet, but instead of flowing directly into the bedroom as you might find in other boats, a curved wall of dark-green-tinted glass shields the bed from the rest of the owner's living space. All of the areas that the owner needs to access upon waking – closets, dressers, office area and bathroom – wrap around the bedroom itself. There is even deck access, with steps leading from the bathroom to the forward deck lounge, which is a private outdoor space for the owner where he can take the morning sun.

It's all about flow and sympathetic forms. "The design of a cabin requires fluidity, an architectural structure and a uniform and comprehensive arrangement," says Sergio Buttiglieri, style director at Sanlorenzo. "No sharp angles, but a praise to the curves, a principle of ergonomics that carves out a space for the body, [in] all the elements of the setting, architecture and furniture. The attention to the body in the domestic space is the basis of all Liaigre's nautical projects. The question

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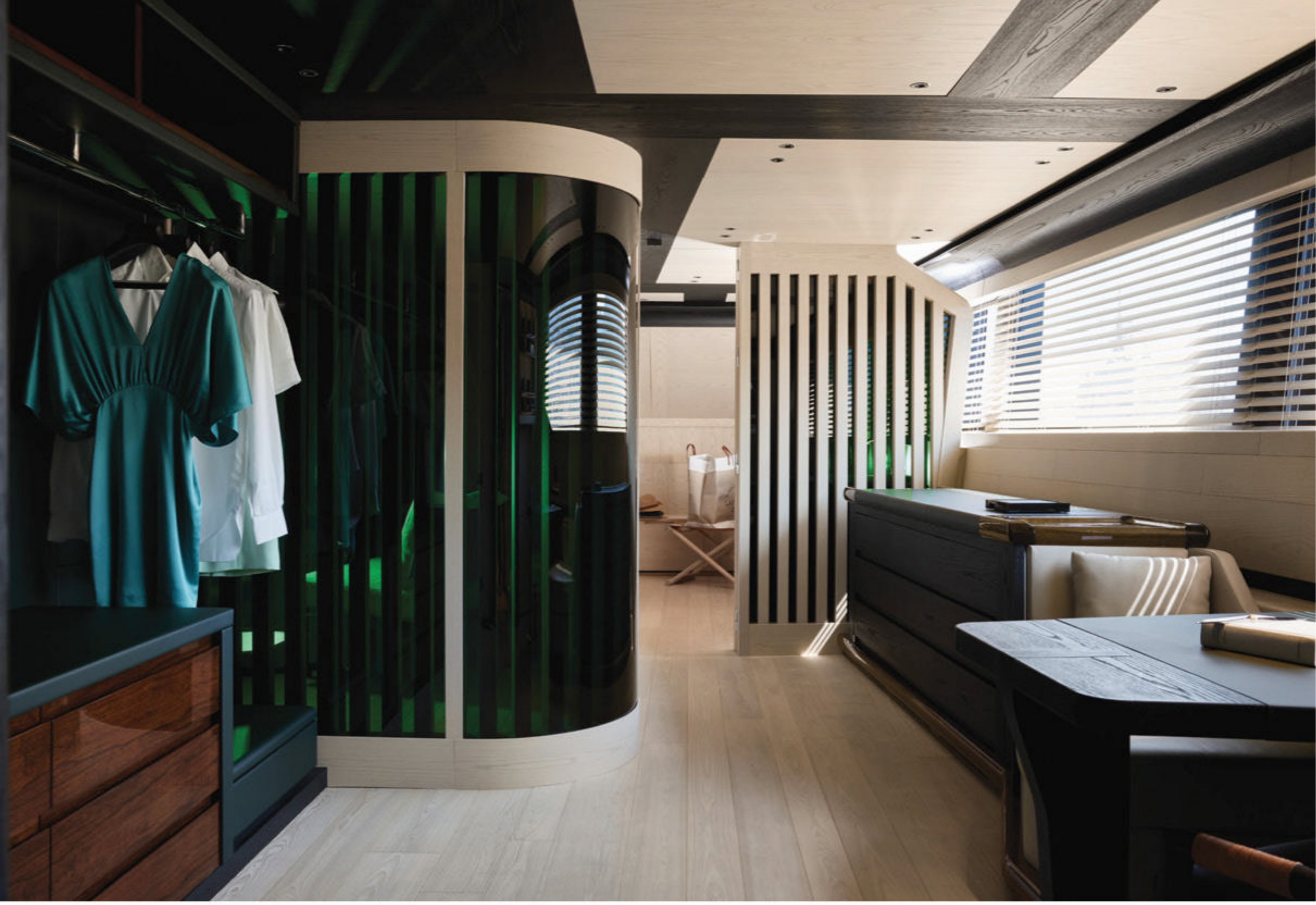
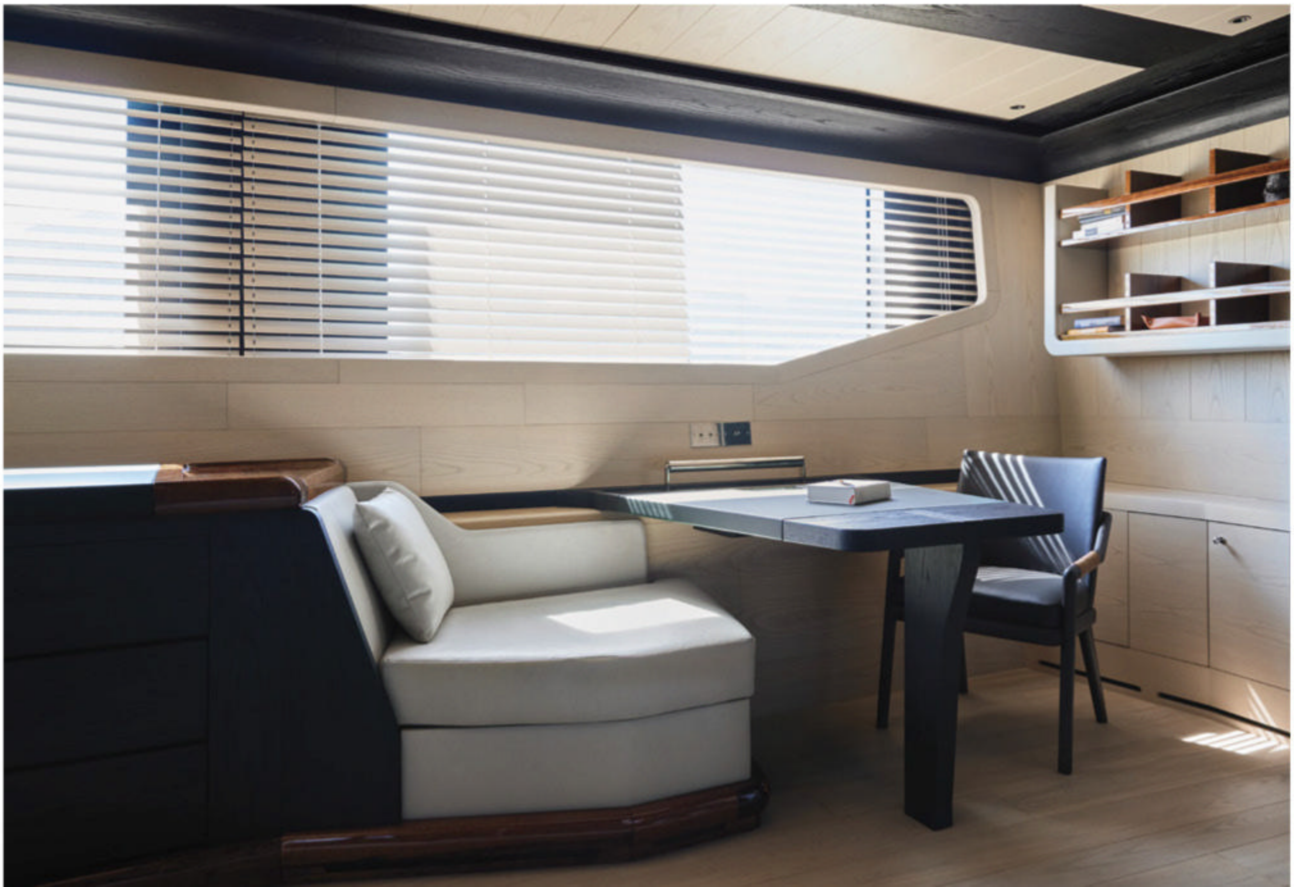
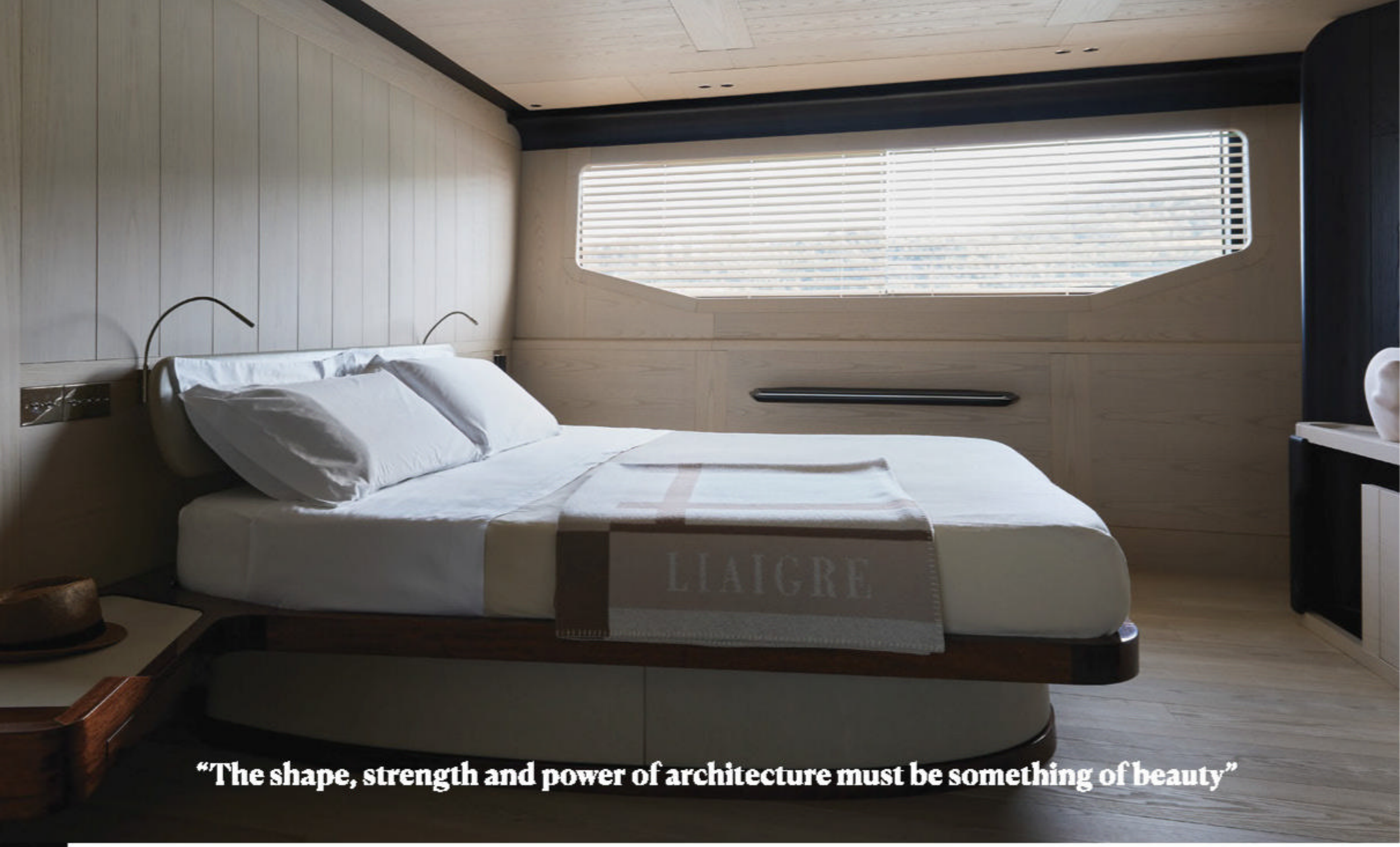


Separation between the sleeping space and the rest of the bedroom was a key challenge of the owner's brief. A green glass wall accomplishes the task. Liaigre's human-centered approach to design gives the furnishings natural and unusual shapes that balance the ideals of architectural expression and respect for the human body





“The shape, strength and power of architecture must be something of beauty”

is that of movement, the mastery of circulation, a conception of ergonomics and comfort that anticipates the gestures related to everyday life."

Two doors can be opened to connect the bedroom to the entrance hall and L-shaped bathroom, but when the owner wakes up in the morning, the bedroom can be sealed off so he can use the space without tiptoeing around. From inside the bedroom, the green glass wall is obscured by vertical slats of white-stained ash in a brushed matte finish. This light wood dominates the space, as well as in the guest cabins on board, creating a restful atmosphere for slumber. Wide, vertical planks serve as the understated headboard, and the ceiling is adorned in the same wood, though in narrower planking. The ash is contrasted with a tinted black oak in a sandblasted matte, which is used to frame the ceiling. Fraké bariolé wood, finished in a tinted mahogany glossy varnish, adds a subtle hint of shine. This is applied to the edges of the nightstands and floating bed, which run together to create one organically flowing, sculptural piece. This is true of much of the furniture on board – the pieces seem to grow out of the walls themselves and connect seamlessly together with no beginning or end.

The owner wanted a "Mediterranean" boat, with a light color palette. Ash, oak and the glossy fraké bariolé are the only three woods used on board. The entire materials list is purposefully sparse, filling up less than a page. Definition is found in texture rather than extravagant patterns. Just a handful of soft good materials from the Liaigre Collection are employed, with beige linen and dark silk fabrics and leathers that vary between smooth and textured finishes. The scheme plays with glossy, matte and textured surfaces, and reflective tinted glass to create interest and draw the eye around the room.

Liaigre distilled the styling down to only the necessary elements. Materials come very late in the project, Rolland says. "We start with intelligent design and solve problems instead of focusing on interior materials," he says of his "architecture-first" philosophy. "We always look at a project in black and white hand drawings and then in a white rendering. It must be stunning in a fully white rendering, without any color or fabric. The shape, strength and power of architecture must always be something of beauty. If you start with materials without thinking about strong architecture, you are just placing wallpaper on the wall."

He says this approach quickly weeds out any "boring rooms" that don't hold their own. And it allows the freedom to rethink the usual space planning and design to the full potential of a project, conjuring up fresh ideas. "It's not a new idea. All good projects, if you're an architect, have logic. But it's the opposite of what you see on the market," Rolland says. "Becoming a member of the BOAT International

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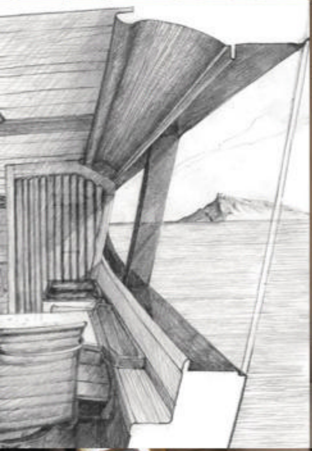
Design & Innovation Awards judging panel, I realized something… In a big majority of the yachts, an interior designer has just created an interior motif over the general arrangement they received from the shipyard, which was made by a naval architect, who is capable in their field, of course, but architecture is a field in itself. If I just put materials on a layout, it doesn't work. You can put the most expensive interior in the world onto a general arrangement and if the proportions are wrong, it will still be wrong. So you must first look at the architecture package then apply at the end the materials."

This yacht bucks trends in many ways. The main stairwell on board the SD118, for instance, isn't a wow factor like you might find on other yachts, but an intentionally hidden component. "It's not cozy to see the stairwell – I would say it's a visual pollution to a space you want to feel cozy and quiet," Rolland says. "It's a designer obsession to want to sculpt a stairwell as a feature." He says for everyday livability, it creates a calmer atmosphere to have an understated one. Positioned amidships at the centerline of the yacht, the stairwell is obscured by a glass wall set just behind the dining table. This layer of glass also separates the main deck living areas from the crew flow. Looking through the glass to the forward bulkhead, the eye is drawn to an enormous wooden African shield. There, three vertical cut-outs in the glass wall give a glimpse to the hallway where the stairwell resides. "It's what we call a 'peekaboo!'" Rolland says.

The atmosphere on the upper deck is a departure from the light-filled main and lower decks. Designed to be used at night as a cocktail lounge and cinema, the sky lounge has a dark color palette with tinted black oak on the walls and ceiling and dark silk fabric on the sofas, divided by a strip of high-gloss fraké bariolé wood in a tinted mahogany running behind the sofa to denote a contrast. "It's like an evening gentleman's club, where you can imagine having a cigar and a whisky," Rolland says. To make the space feel not just dark but also cozy and welcoming, the designer manipulated the shape of the room. The walls are at an angle, narrowing at the top to replicate the shape of an attic space. To enhance the coziness, the sky lounge is purposefully more contained than that found on its predecessor. Whereas hull No 1 had big opening windows creating an indoor-outdoor living area on this deck, Liaigre chose to close off

The carpentry works were curated by Lisigre's Guillaume Rolland in collaboration with Sanlorenzo's architects and engineers. The wood-adorned guest cabins (*here and opposite page*) reference nautical styling with a modern approach



Much like in an airplane, the owner's bath bulkhead doesn't touch the windows

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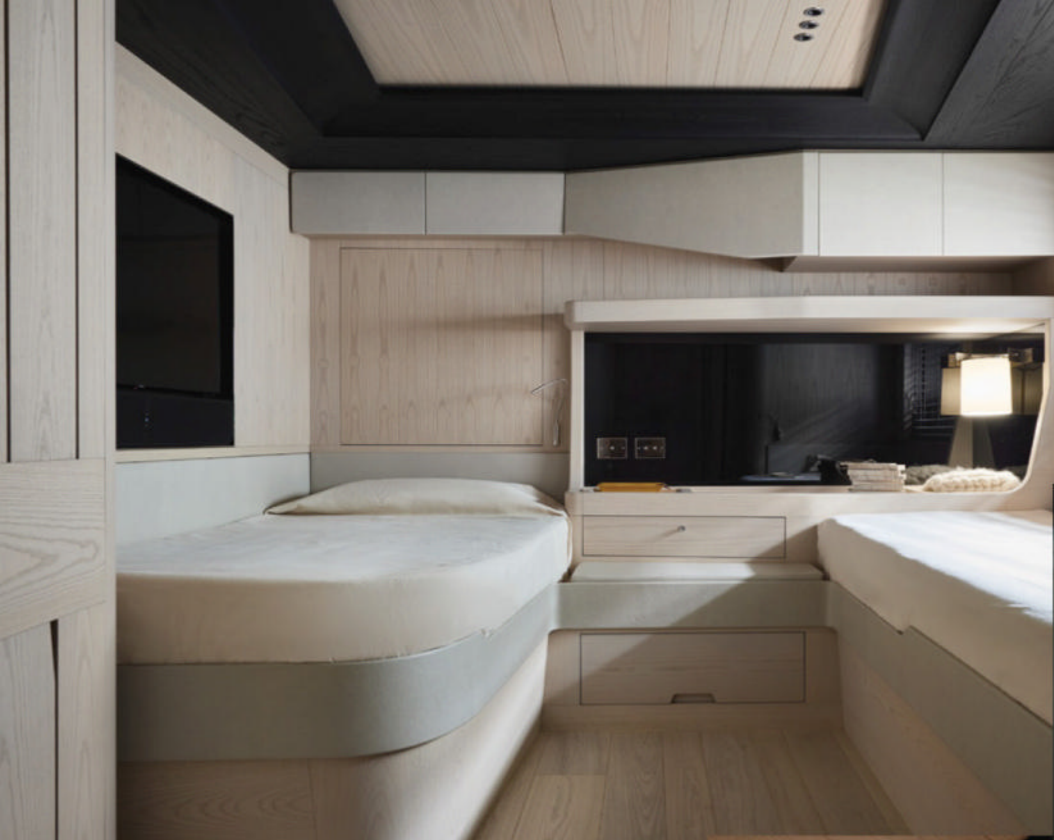
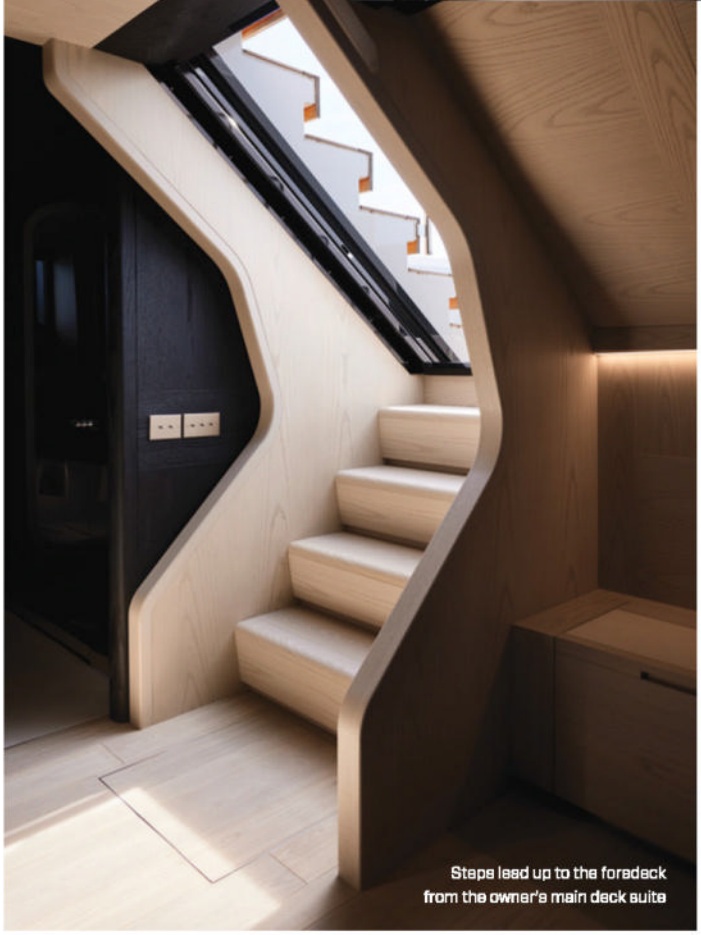


The materials list is sparse; it can fit on one letter-size sheet of paper with plenty of room to spare. This is typical of the Lisigre style



Steps lead up to the foredeck from the owner's main deck suite

The furniture seems to grow out of the walls themselves and connect seamlessly together with no beginning or end

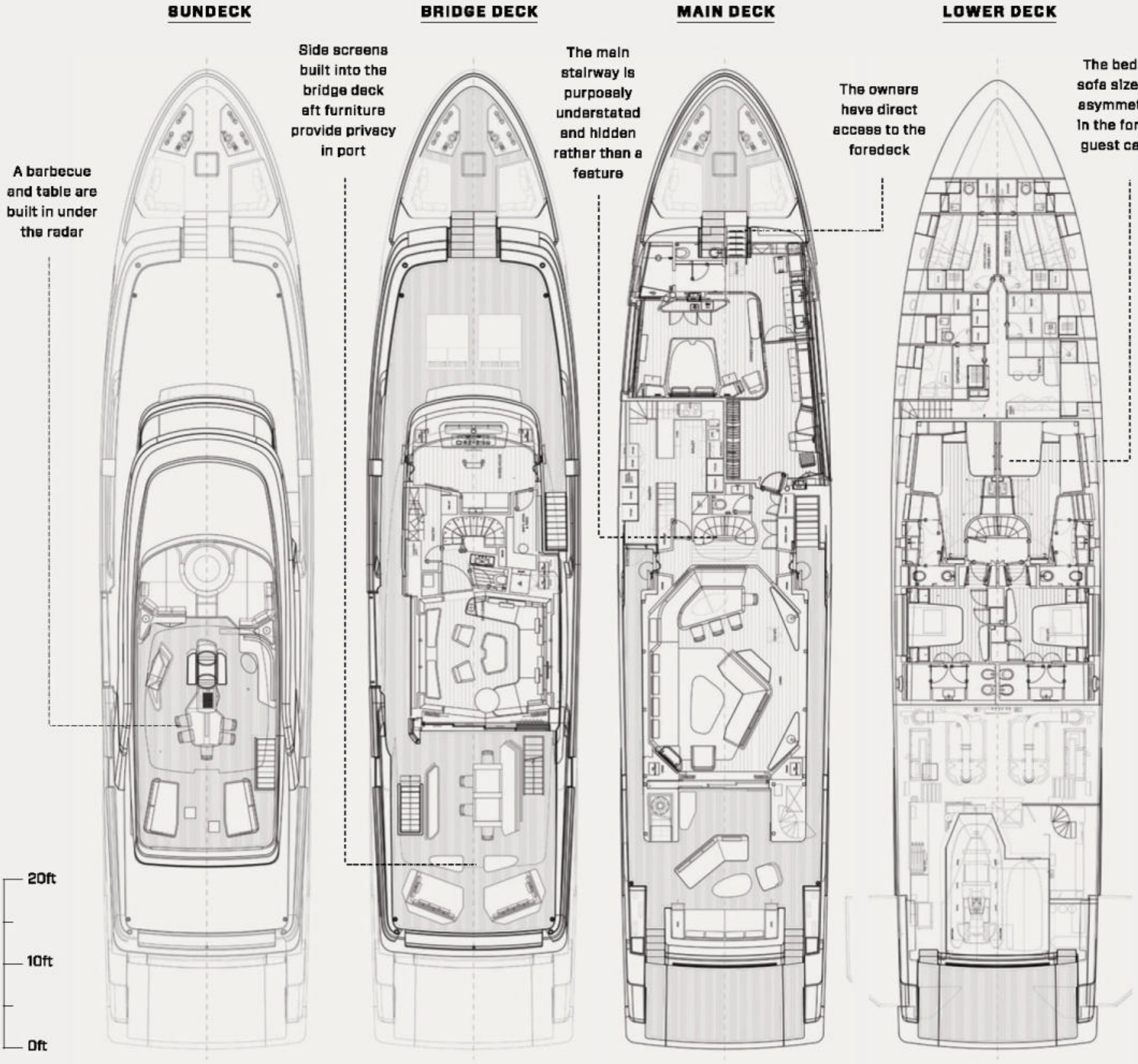
this area from the outside. "If you have too much openness, you lose the comfort of the space," Rolland says. There are still large windows, so you don't lose the connection to the sea entirely.

Despite the avant-garde shape of furniture and flow of the GA, Rolland says he was inspired by traditional yachts for the lower deck cabins, which are adorned in wood. This gives the sense of being in a classic sailing yacht, though with a modern spin. There is no polished teak, but instead clean lines of planks of ash in a white-stained finish along the walls and ceilings. This is offset by the use of a corniche (decorative panel) in tinted black oak framing the dropped ceilings. "The corniche paneling is like classic architecture modernized," Rolland says. The en suite bathrooms are divided from the guest cabins by two little doors that fold close – the door handles are cut into the wood itself.

The owner was enthusiastic upon seeing the final result. It might be second in the SD118 series, but the interior is second to none. "This yacht is a demonstration that you can keep the classic language of yachting but by changing the layout, you can have a very innovative interior and a very modern and easygoing way of life," Rolland says. ◻

SD118

SANLORENZO



A barbecue and table are built in under the radar

Side screens built into the bridge deck aft furniture provide privacy in port

The main stairway is purposely understated and hidden rather than a feature

The owners have direct access to the foredeck

The bed and sofa sizes are asymmetrical in the forward guest cabins

LOA 120' 7"
LWL 109' 11"
Beam 25' 11"
Draft 6' 5"
Gross tonnage
291GT

Engines 2 x 1,380hp
MTU 10V 2000 M86
Generators
1 x 70kW; 1 x 55kW
Speed (max/cruise)
18/11 knots

Range at 11 knots
2,500nm
Fuel capacity
8,450 gallons
Freshwater capacity
1,050 gallons

Tender
up to 17'
Owners/guests 10
Crew 5
Construction
GRP hull and superstructure

Naval architecture
Sanlorenzo
Exterior styling
Zuccon International Project
Interior design
Liaigre

Builder/year
Sanlorenzo/2022
Ameglia, Italy
+39 0187 6181
sanlorenzoyacht.com

HOME AND AWAY

How do you build a true "villa-on-water" yacht? Start off by designing an actual villa on the water. Andrew Johansson *discovers how SilverYachts' 118ft SpaceCat design offered the scope to create a floating home*

PHOTOGRAPHY SILVERYACHTS

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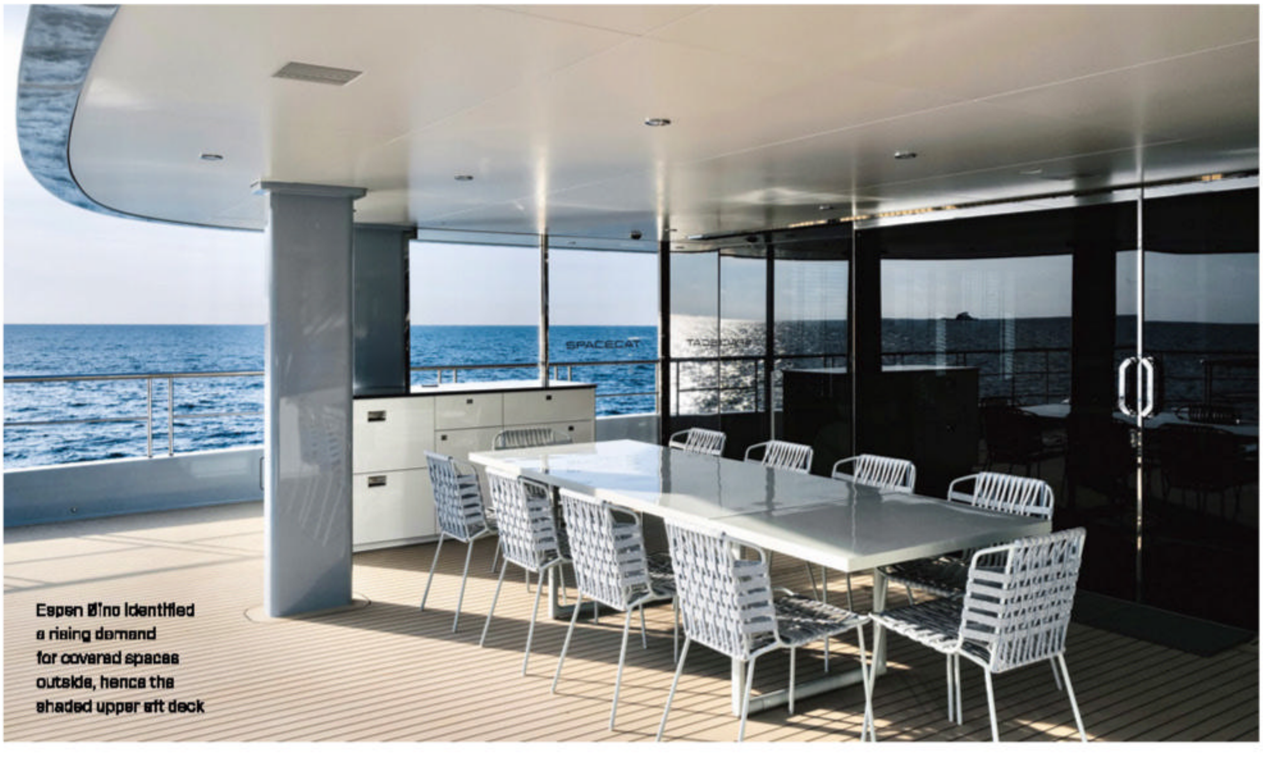
THE IMPOSSIBLE
CIGARS
ST TROPEZ
SOLEIL

This 118-foooter was nothing more than a few sketches on my 2015 visit to SilverYachts' Western Australian facility. Since then, while she may not match the vast scale of the other yachts in the yard's portfolio – the 253ft *Silver Fast* or 280ft *Wanderlust*, for example – this hull has developed into something of note. While *Silver Fast* is a speedy wave-piercing machine and *Wanderlust* a noteworthy explorer, *SpaceCat* provides a spacious and comfortable home on water – an impressive feat in under 120ft. This is, in fact, a house that became a boat.

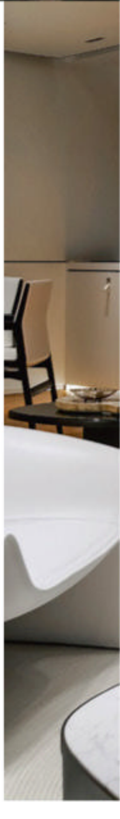
Its roots lie in a conversation that designer Espen Øino had with SilverYachts' owner Guido Krass more than 10 years ago. The pair were discussing the large number of yachts that would spend an entire summer at anchor in Cala di Volpe, Sardinia. They were, effectively, floating homes.

"We started looking at something quite radical, which was literally a houseboat," Øino recalls. "You find them in rivers or ports in Paris or Seattle in very sheltered waters. We then started toying with the idea of how we could design a floating villa." They decided a multihull would be best. "You have more deck space, which is more suitable for living areas than down in the hull," Øino adds.

As ideas bounced around and the practicalities came into focus – such as the need for water treatment, hotel loads, the ability to move the floating house structure in an emergency – the vision for the project evolved into a catamaran.



Espen Øino identified a rising demand for covered spaces outside, hence the shaded upper aft deck



Plenty of living space was a key objective of the new series. Pulina Exclusive Interiors used teak flooring and paneling to convey warmth

Historically, catamarans have occupied a small sector of the market. But at last they seem to be having a moment. After spending the summer on his own 46ft cat (*see Wild Water, page 28*), Øino has a theory about why this is – he compares them to highly popular SUVs.

"The Range Rover was pretty much alone in the market for at least two, if not three, decades until the Porsche Cayenne came out," he says. "Then everyone got on the bandwagon and started making sporty SUVs, but it took a long time to gain traction."

He also draws on the comparison with Volkswagen's Golf, which became a big hit even though it wasn't the first of its type to be brought to market. Øino believes that, much like with the automotive industry, it has taken people time to warm up to the aesthetics, but now the tide is turning.

A key objective for the SpaceCat series (this eponymous 118-footer is one of several potential models, all of which are customizable) was to achieve an abundance of living space, with large windows and easy access to expansive outer decks. The catamaran configuration delivers this along with better stability and fuel economy. It also makes it possible to include features such as the 18ft by 9ft pool on *SpaceCat's* main deck aft. The size of this water feature is simply not achievable on a monohull of her length without significantly sacrificing living spaces.

"The length-to-beam ratio is more like a house, which gives rise to a lot of interesting solutions," Øino says. "We've tried to do a logical layout that most people could identify with, as this was a spec build and therefore you can't be too crazy with the vision." The layout allows the owner to enjoy a full-width suite on the main deck, which includes a seating area, desk, en-suite shower and direct access to a private foredeck terrace.

"The owner's cabin is our favorite on board," says Alessandro Pulina, founder of Pulina Exclusive Interiors. "We enhanced the space by connecting the sleeping area, closet and bathroom. The ambiance was studied to celebrate open space through the thoughtful use of natural woods and mirrors to convey continuous interaction between outdoor and indoor environments."

The minimalist open-plan interior design offers a modern and sophisticated finish, with teak flooring and paneling on walls, ceilings and furniture that bring warmth. White walls enlivened with dark pinstripe satin stainless-steels and textured leather wall panels add contrast. The use of mirrors and glass offers another dimension by playing with natural light and shadows as they penetrate the interior spaces. "*SpaceCat*'s interior concept "Explorer Refuge" is based on biophilia – humans' innate need to connect with nature, and modern escapism towards a safe enclosed space," Pulina says.

The same clean approach has been applied to all guest accommodations, which include a twin cabin aft of the owner's suite, two double suites on the upper deck and a pair of single cabins with Pullmans on the lower deck – all in all accommodating up to 12 people. Guests can enjoy enclosed entertainment in the main salon and sky lounge, which make the most of the 44ft beam. Spaces for al fresco dining and sunbathing are on every level above

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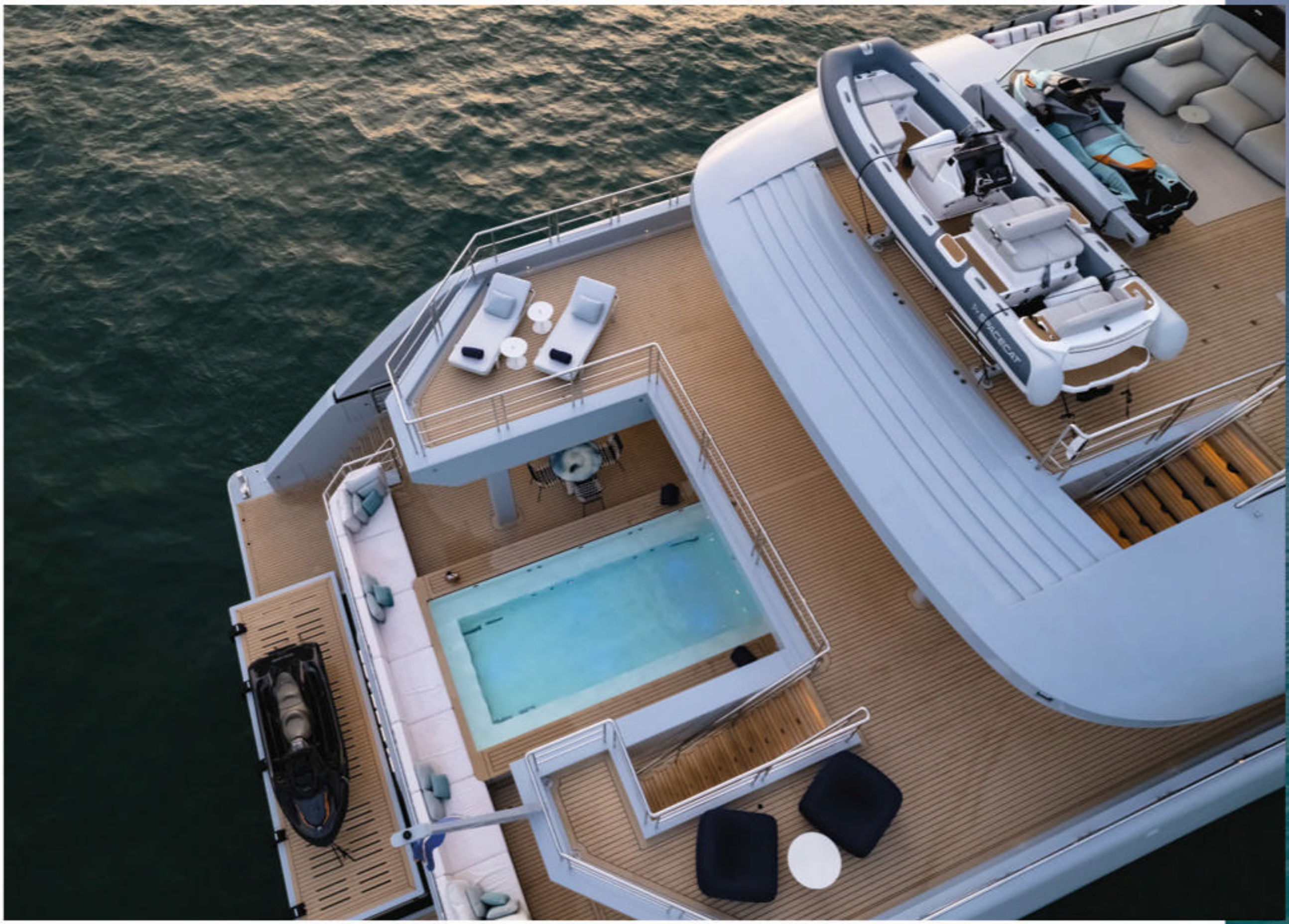

Every deck has an area for al fresco dining and sunbathing. There is even plenty of space for an 18ft by 9ft pool on the main deck aft (*above*) and an expansive sundeck (*opposite page, bottom*). Below: the owner's suite is on the main deck and has direct access to a terrace on the foredeck

> “You have so many choices as to where you want to hang out outside, which for a boat this size is just unheard of”

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The 118ft *SpaceCat* is the first yacht to be built at SilverYachts' Jiangmen facility in China. A 72ft and a 79ft are to follow

the waterline, thanks to vast aft deck spaces, as well as an expansive covered sundeck with seating and a bar.

"There are a number of external areas that are covered, which I think is a trend, as people are getting more conscious about the effects of direct sunshine," Øino says. The designer points out how most of the exterior spaces offer shade, whether on the aft deck or foredeck, with the sundeck offering the most notable and permanent cover. "You have so many choices as to where you want to hang out outside, which for a boat this size is just unheard of," he adds. "In reality, that's where you're always going to spend your time when on a boat."

Within her collection of tenders and toys, *SpaceCat* features a Williams tender and two jet skis, one of which is housed on the transom's submersible platform. When the jet ski is deployed, this structure bridges the hulls and extends the swim platform. It can also be lowered into the sea to make it easier and more elegant for guests to come back on board after taking a dip.

~

> "The length-to-beam ratio is more like a house"

Like all builds at the time, *SpaceCat* was affected by the Covid-19 lockdowns, which added complexities and logistical challenges. The most significant was in the supply chain. "Major equipment and system suppliers were not sourced within China," explains Rod Davies, chief operating officer at SilverYachts' Jiangmen facility in China, which is an addition to the builder's original Western Australia site. With a large majority of suppliers being based in Europe and the US – *SpaceCat*'s Volvo engines came from Sweden, its cranes from the US, tender lift from France and furniture from Italy, to mention a few – it was a significant hurdle for the shipyard. The pandemic also restricted the owner's access to the build, which the shipyard addressed with close communications. "It was very important to us that this yacht exceed the expectations of the owner," Davies says, adding that they expected close scrutiny from the market at large as the first yacht SilverYachts has built fully in China.

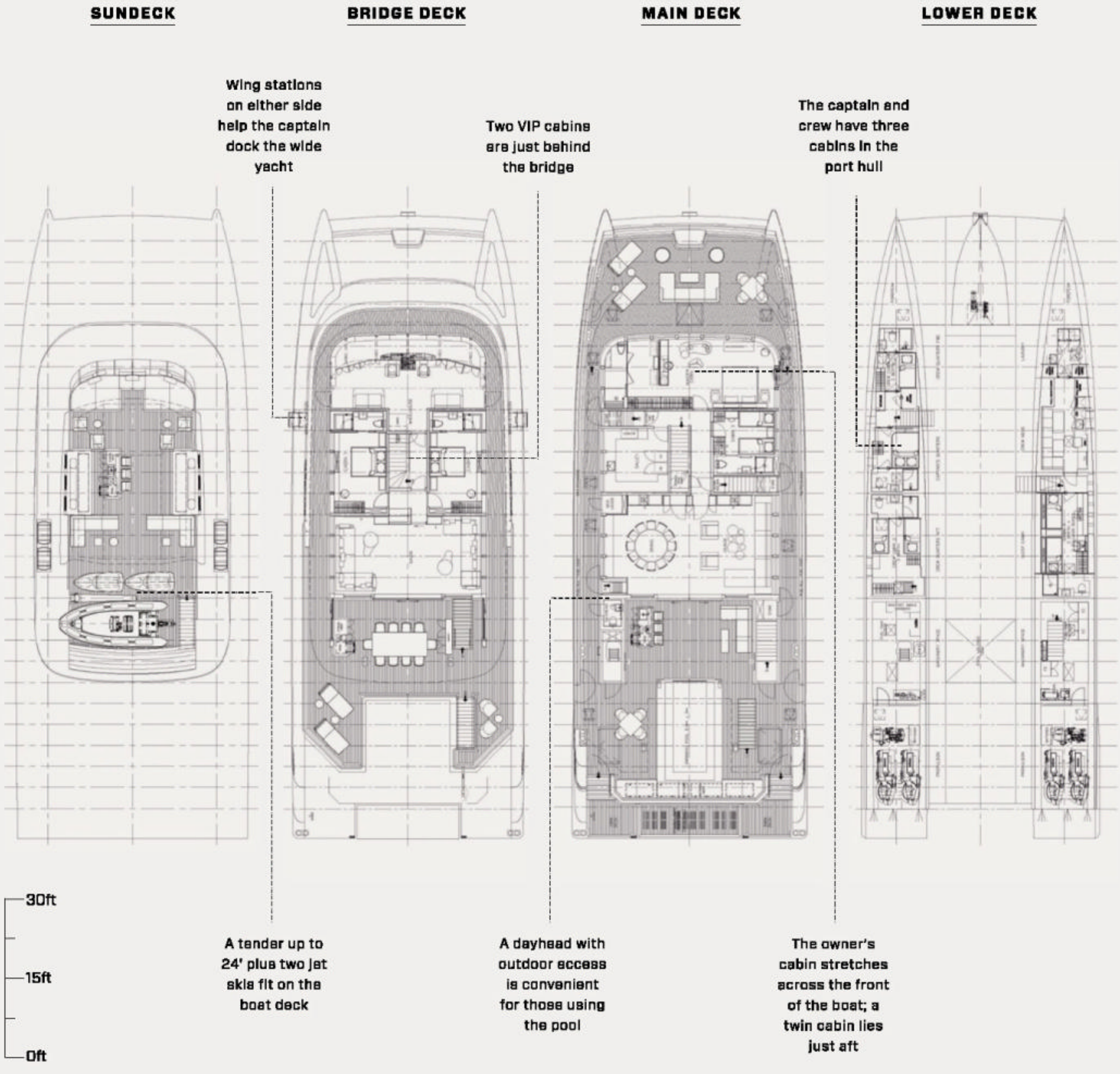
The SpaceCat line has expanded SilverYachts into a new market segment. "It proves the capability of our new facility, which has increased our production abilities and competitiveness," Davies says. In light of the growing market for catamarans, SilverYachts is keen to build subsequent hulls in the series, including a second 118-foot catamaran as well as smaller ones.

"The SpaceCat is the springboard to increase our range, with the development and construction of the SC22M and SC24M now underway," Davies says. "We believe the demand for catamarans in the 22- to 40-meter (72ft to 131ft) range will continue to grow, and SilverYachts, with our range of SilverCat designs, is well positioned to increase sales and expand our market share."

It will be interesting to witness how the catamaran landscape at this size range develops, how marinas will adapt to meet the needs of these vessels – and how quickly market demand pulls them from the drawing board to reality. □

SPACECAT

SILVERYACHTS



Wing stations on either side help the captain dock the wide yacht

Two VIP cabins are just behind the bridge

The captain and crew have three cabins in the port hull

A tender up to 24' plus two jet skis fit on the boat deck

A dayhead with outdoor access is convenient for those using the pool

The owner's cabin stretches across the front of the boat; a twin cabin lies just aft

LOA 118' 1"

LWL 111' 2"

Beam 43' 8"

Draft 6'

Gross tonnage
483GT

Engines 4 x Volvo IPS 1050, 588kW

Generators
2 x 55kW Kohler

Speed max/cruise
22/12 knots

Range at 12 knots
3,800nm

Fuel capacity
10,566 gallons

Freshwater capacity
2,023 gallons

Tenders
up to 24'

Owners/guests 12

Crew 5

Construction
Aluminum hull and superstructure

Classification
Lloyd's SSC/ Marshall Islands Commercial Yacht Category 2

Naval architecture
SilverYachts

Exterior styling
Espen Øino International

Interior design
Pulina Exclusive Interiors

Builder/year
SilverYachts/2022
Jiangmen, China

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PHOTOGRAPHY: JONATHAN GLYNN-SMITH

Voyage

INSPIRING YOUR NEXT ADVENTURE

BEST BY BOAT

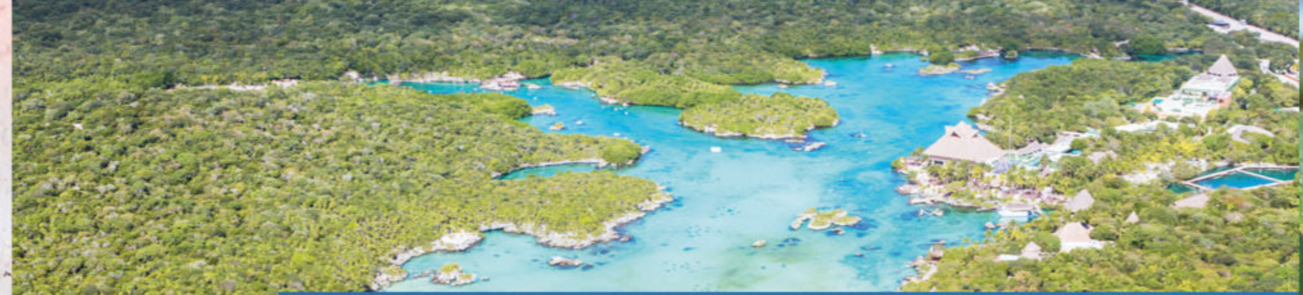
BORGO EGNAZIA, PUGLIA, ITALY

Hidden among ancient olive groves and vegetable gardens that gently fall away to the glistening Adriatic, Borgo Egnazia is a labyrinth of paved alleys meandering between quaint limestone casettas. The sprawling village embodies the unpretentious charm of Puglia, with dry-stone walls, a grand piazza and secret gardens brimming with colorful bougainvillea and fragrant jasmine and rosemary.

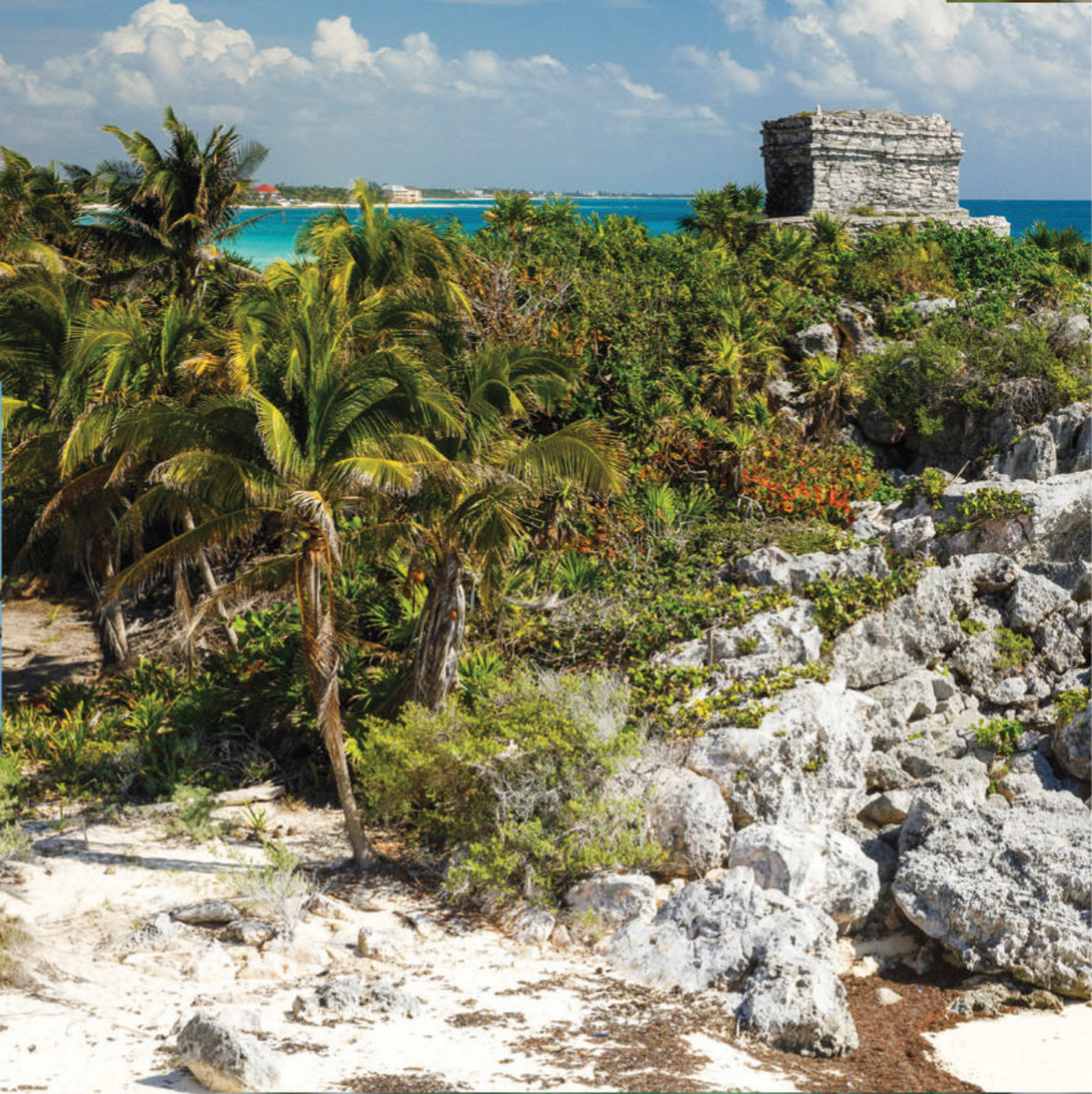
The hotel offers six restaurants, including the beachfront Cala Masciola and one-Michelin-starred Due Camini, with menus changing regularly to showcase seasonal and regional food. Before dinner, enjoy an aperitivo in the gardens, and afterwards wander through the candle-lit passageways to your cottage, where silk sheets will help induce the deepest of sleeps. For those arriving by yacht, drop anchor in front of Borgo's beach club and try one of the hotel's many experiences, from creating ceramics in the town of Grottaglie to recovering your vital energy with a Roman bath ritual in the Vair Spa. *borgoegnazia.com*

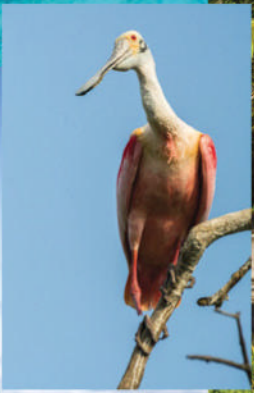
PHOTOGRAPHY: GIORGIO BARONI/BORGO EGNAZIA

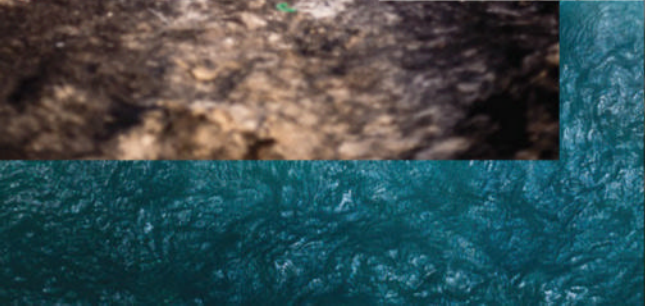
EDITED BY Georgie Boscawen

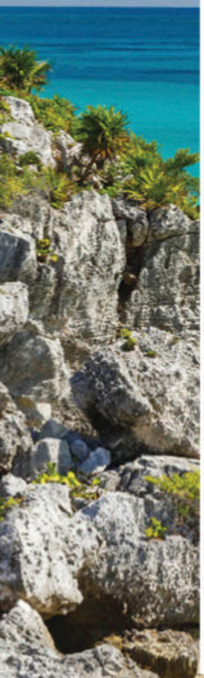


The Riviera Maya stretches from south of Cancun to Punta Allen in the Yucatán Peninsula, which is the cradle of the Maya civilization. Pictured here: the Temple of the Wind God in Tulum. Below left: the rare roseate spoonbill



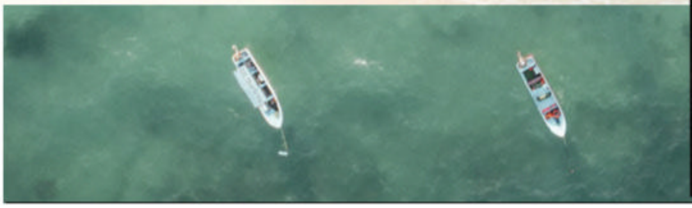


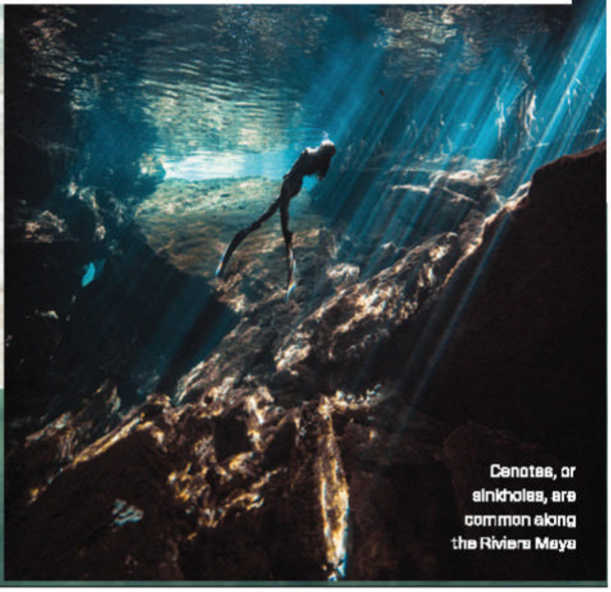




HIDDEN IN PLAIN SIGHT

As Mexico's Riviera Maya sees a surge in luxury travel, *Georgia Boscawen* discovers a surprisingly tranquil retreat, sequestered in nature





Cenotes, or sinkholes, are common along the Riviera Maya

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As the only hotel allowed to operate in the Sian Ka'an Biosphere, Casa Chablé (*pictured*) is perfect for tranquil escapes

One of Mexico's largest protected areas, the biosphere encompasses 75 miles of Caribbean coastline

PHOTOGRAPHY, PREVIOUS PAGES: ADOBE STOCK; JEREMY FLINT/AWL IMAGES; JLVPHOTO VIA GETTY IMAGES; MATTEO COLOMBO VIA GETTY IMAGES; DC_COLOMBIA VIA GETTY IMAGES; CARLOS NEGRETE VIA GETTY IMAGES; DAVID FONSECA VIA GETTY IMAGES; CHRIS TURGEON/UNSPLASH; DARION QUEEN/UNSPLASH; LUZ MENDOZA/UNSPLASH; SEBASTIAN HUBER/UNSPLASH; THESE PAGES: DAMON ON ROAD/UNSPLASH; MARY WATSON/UNSPLASH; TYLER MARTOIA/UNSPLASH

“W

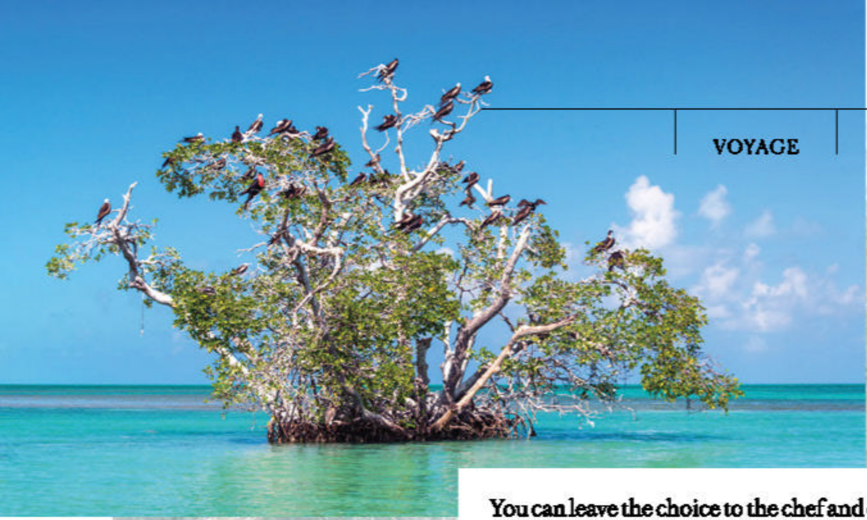
“We don’t actually use lime in the classic Mexican margarita,” says one of Casa Chablé’s mixologists, while continuing to squeeze a manifestly green citrus fruit into the cocktail shaker. “No, this is the green lemon. It’s sweeter and there are no seeds,” he adds, addressing my quizzical expression from the other side of the marble bar in this stunning hotel in the Sian Ka’an Biosphere Reserve, 22 miles south of Tulum. Evidently, I’ve spent many years serving up excessively sour or – heaven forbid – sickly frozen margaritas to unsuspecting guests, who, like me, have never experienced the real thing. Here in Mexico this lemon-based drink is sweet, aromatic and a little spiced, with a well-balanced flavor, served in a lightly salted tumbler. The world has really butchered this cocktail – much like the food that many of us consider Mexican, which is a million miles from the delicate seafood cuisine you’ll find in the high-end restaurants here.

For many years, Riviera Maya – Mexico’s Caribbean coast on the Yucatán Peninsula – has been buzzing with tourists, with more than 300 all-inclusive hotels in the region. It’s also a spot whose popularity is increasing, with 8.5 million international visitors arriving at Cancun International Airport in 2022, which is 53 percent more than in 2021. There’s even a new Tulum airport in the pipeline, which expects to see around four million visitors annually. The area is also a magnet for yachts, with 248 visiting vessels in the last year, congregating largely around the Yucatán Peninsula.

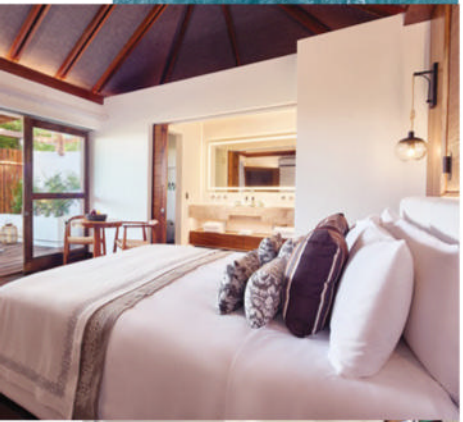
If you’re after a beachfront escape, then the bustling hotspot of Riviera Maya can certainly offer that. It is also an increasingly good choice for those seeking luxury. The surge in interest – and investment – in high-end travel is palpable, with new properties, such as Belmond’s Maroma and The St Regis Kanai Resort, arriving on the scene. In terms of infrastructure, Mexico is already equipped to handle superyacht interest, with several marinas such as Puerto Isla Mujeres in Cancun and Puerto Aventuras closer to Tulum, both with capacity to accommodate yachts more than 130ft long.

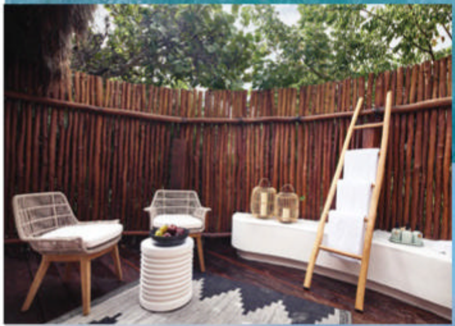
What’s more surprising is that this vastly popular area also offers seclusion thanks to the Sian Ka’an Biosphere. Just one hotel is permitted to operate in this reserve – Casa Chablé, which welcomed its first guests in the final months of 2022. Isolated among the mangroves and bordered by shallow Caribbean waters, it takes a controlled number of visitors each year. Set on a thin sliver of white sand, it feels like a forgotten corner of the earth. The property is offered in its entirety as well as for individual stays and there are just 10 rooms here: five in the property’s main house and the remainder strewn across the sand within thatched villas, from which you can hear the waves lapping on the beach.

Having woken up at seven in one of the main house rooms, I contemplate whether to go off-menu for breakfast (very much an option), before I hear a gentle knock at the door. When I open it I’m greeted with a hamper filled with fresh homemade pastries and a pot of coffee, part of the morning ritual here to ease you into the day. The simple gesture encapsulates Casa Chablé’s character – an unflustered escape with immensely personal service. The restaurant is equally personal.



Below: just opened in late 2022, Casa Chablé blends in among its tropical surroundings





You can leave the choice to the chef and expect to see the best of real Mexican food, or choose from the menu. "We try to make honest food here," says the chef, Will Saurina. "It involves respect and tradition in our ingredients, and I love to show off the authentic food of my country." With more than 160 types of pepper, local seafood and an array of different corns, the food here is intricate and complex.

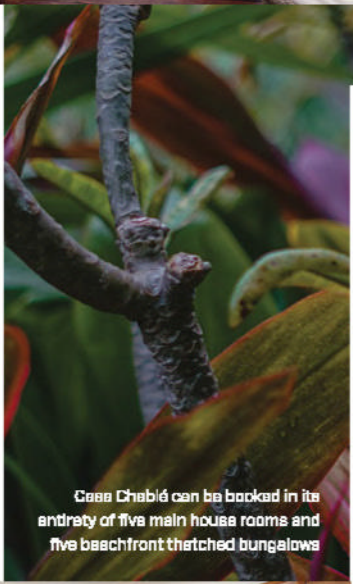
For those arriving by sea, you'll have to part with your yacht off the coast of nearby Tulum and switch to a relatively unglamorous reserve-approved boat. But as two bottlenose dolphins peek from the quiet lagoon within reaching distance of the boat, it doesn't seem like such a problem. Sticking with us on our short trip to Bird Island, the dolphins frolic alongside, indifferent to our flat-bottomed boat.

As we close in on Bird Island, it looks like something from *Jurassic Park* as hundreds of red-throated frigate birds – with wingspans of around 7ft – swoop inches from my head. It's mating season here, so they're puffing up their bright red chests and clacking their beaks for the courtship ritual. With no direct predators to speak of – and few humans – the birds have taken over this particular mangrove. Brown pelicans clamber in the trees, scrabbling on the flimsy branches to feed their young. The rare roseate spoonbill is also here, which we spot deep in the vegetation, preening its striking magenta feathers and taking refuge from the frantic mating rituals occurring above.

Stretching around 75 miles, the Sian Ka'an Reef is also a busy spot for marine life, and as we pass within it a huge green turtle pokes its head out from the waves before continuing its pursuit of food. "There are several initiatives to protect them," our biosphere guide explains. "We have beach patrols to protect nesting mothers and many conservation efforts

Left and above: the hotel's guest spaces were designed by Mexican architect Paulina Morán

PHOTOGRAPHY: ADOBE STOCK; SL_PHOTOGRAPHY VIA GETTY IMAGES; DC_COLOMBIA VIA GETTY IMAGES; TYLER MARTOIA/UNSPLASH



Casa Chablé can be booked in its entirety of five main house rooms and five beachfront thatched bungalows

to help them survive out in the wild; there are certainly a few around now."

It's abundantly clear that this is a theme, not just in the biosphere, but across the coastal resorts near Tulum. The ocean currents work in such a way that beach clean-ups on the east coast of Mexico are essential. It's something that Chablé has invested in, not just to keep the beaches clear, but to maintain it as a thriving habitat.

Further north, the painstakingly refined Chablé Maroma is Casa's beachfront sister, with villas hidden away from one another under palm trees, surrounded by lush vegetation. It lies in the hugely popular Maroma region, but this property, too, offers seclusion.

Centered around the beach, Maroma's huge poolside terrace glows in candlelight as I walk past diners enjoying a performance of Latin guitar at the poolside restaurant, Kaban, en route to the rooftop Raw Bar by Bu'ul. While the sun bleeds into the horizon, I notice that the beach is deserted. Like many of the hotels along this popular spot, the beaches are reserved for hotel guests. There is a sense of tranquility, seclusion even, despite its proximity to the hundreds of other resorts. The property offers that laid-back yet refined – and romantic – luxury that suits the region so well, and a couple could be fooled into thinking they were alone here.

As more luxury hotels open their doors, the region should attract an increasing number of superyachts. While a few may seek the hustle and bustle of the Riviera Maya, many will look for more secluded luxury and authenticity. Sian Ka'an is one option able to offer these discriminating travelers that luxury. *chablehotels.com* ◻

Established in 1982, the biosphere is a refuge for hundreds of species of birds, such as the yellow-crowned night heron (*below*), frigate birds (*bottom*) and pelicans (*top center*)

Voyage news

The latest must-have accessories, remote getaways and travel tips

SOFT FOCUS >

Heidi Klein's elegant cashmere scarves are ideal for staying warm mid-flight or for draping over your shoulders during evenings at sea. We love the Verbier style (*right*), which is perfect for colder climes, while the Cape Cod style is a fringed lightweight knit. *$260, heidiklein.com*

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BYBLOS REVIVED

Saint-Tropez's Hôtel Byblos opens this season with a revamped Sisley Spa. Inspired by nature, there is a hammam, five treatment rooms and a waterfall room with sensory showers and rainfall simulations. For the full experience, opt for a Byblos holistic program to reconnect with yourself and work on self-empowerment. *byblos.com*

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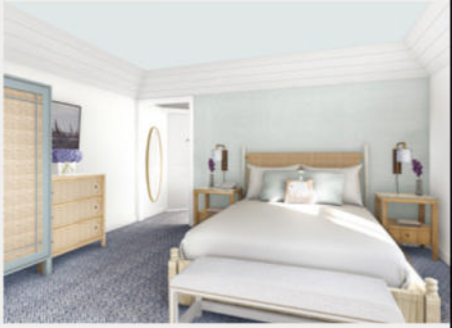
Torn between a land-based vacation and a superyacht charter? Combine the two by discovering hotels with their own yachts at *boatinternational.com/destinations*

CLUB CLASSICS >

Practice your swing in style with Berluti's all-new golfing capsule collection, including shirts, shoes and accessories. *BOAT*'s favorites are the matching jacket and made-to-order club bag, which can be monogrammed with your initials. *Patina leather blouson, $7,550, and patina leather club bag, POA, berluti.com*

< SETTLE AT SETAI

Often considered the jewel of Miami Beach, The Setai is a contemporary spot with subtle oriental influences set on a serene swath of the beach. This season the foodie-focused hotel welcomes a new restaurant, Japón, serving fine Japanese cuisine and sublime cocktails in the elegant courtyard. *thesetaihotel.com*



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PACK YOUR TRUNK

The harborfront White Elephant hotel on the island of Nantucket has reopened following a multi-million-dollar restoration. For the resort's 100th anniversary, the hotel now has updated rooms and individually designed cottages set in newly landscaped gardens. There's even a new art collection on the walls, curated as part of the hotel's Artist in Residence Program. *whiteelephantresorts.com*

PHOTOGRAPHY: COURTESY OF ALEXANDRE CHAPLIER/ HOTEL BYBLOS SAINT-TROPEZ; WHITE ELEPHANT NANTUCKET; THE SETAI MIAMI BEACH

Chef's Secrets

Adriano Venturini of Eden Roc Cap Cana tells *Georgia Boscawen* why the Dominican Republic is on the cusp of a foodie revolution

Chef Adriano Venturini has worked at some of the world's best restaurants, including Michelin-starred Le Gavroche in London and Don Alfonso in Naples, Italy. Now he is igniting the Dominican Republic's fine-dining scene at Eden Roc Cap Cana, where he heads Mediterraneo Restaurant, La Palapa and BLUE Bar + Grill, and where his passion for local ingredients is helping to establish the Caribbean island as a foodie destination.

Is the food in the Dominican Republic changing?

Absolutely! The gastronomic scene here is evolving and improving at an extremely fast rate. Santo Domingo is becoming a very interesting city for its restaurants and bars. There's also a lot of change in the agricultural scene, with local producers elevating the quality and selection of their products. We've now got so many great ingredients on our doorstep and can be fully self-sufficient, from Ocoa avocados, known as some of the best in the world, to our own Dominican strawberry fields.

What is the quintessential ingredient and dish of the Dominican Republic?

One of the most popular ingredients on the island is avocado. We have many varieties, all with different flavors and textures, so it is fabulous to work with. The Dominican Republic is one of the major producers and exporters of avocado in the world and we use it in abundance in our kitchen.

What is the most popular dish on the menu at Mediterraneo Restaurant?

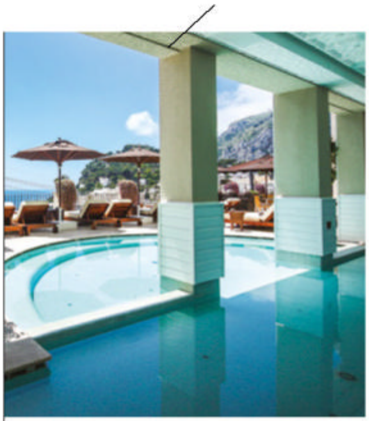
Our Chicken on the Hay (Pollo al Fieno) – we present it with French-style criollo chicken, prepared, carved and served in front of you. The freshly caught local seafood, such as Caribbean spiny lobster, is hugely popular too. Our slightly more unusual Parmigiana with Parmesan ice cream is also popular – I'm extremely proud of that dish.

How does the region influence your food?

It's through the simplicity of our ingredients. The island's seasonal fish strongly influence our menus. We're very lucky to have such incredible produce here, and it's only getting better. *edenroccapcana.com*

PHOTOGRAPHY: COURTESY OF EDEN ROC CAP CANA

SEA SPA



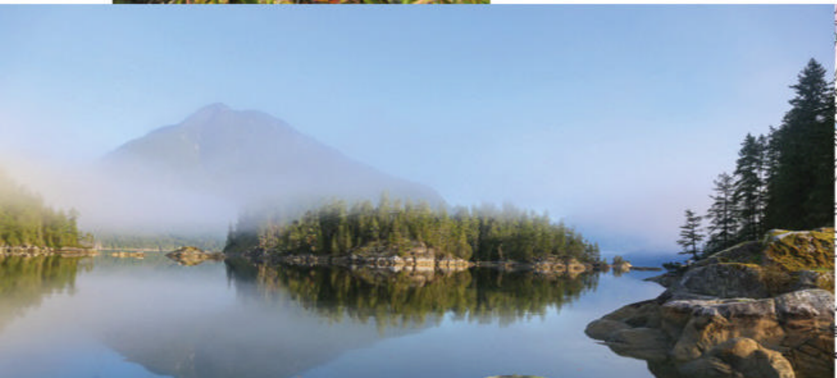
SPA TIBERIO, CAPRI, ITALY

Where is it? Steps away from the buzzing Piazzetta, through a narrow passageway of gleaming cobbles, Capri Tiberio Palace is a portal to 1950s Italian glamour, set within whitewashed walls with views over the entire island.

Why the hype? The hotel's blue color palette will instill a sense of calm, with retro design and selected artwork by Giampiero Panepinto. Recently renovated, the 2,000 sq ft Spa Tiberio has an indoor/outdoor heated pool, six treatment rooms and a garden set up for yoga classes.

What to have With an extensive list of targeted treatments on offer, you can come here to alleviate a specific ache or pain. There are anti-jet-lag, maternity or localized treatments on the menu. But for those wanting a full overhaul, stick to the signature treatments and opt for the Dolce Vita Ritual with a micro-sugar crystal scrub and exhilarating massage with citrus oil.

Best by boat Few places are more synonymous with yachting, so berth in the Marina Grande and head directly up to La Piazzetta to be greeted by hotel staff. *capritiberiopalace.it*

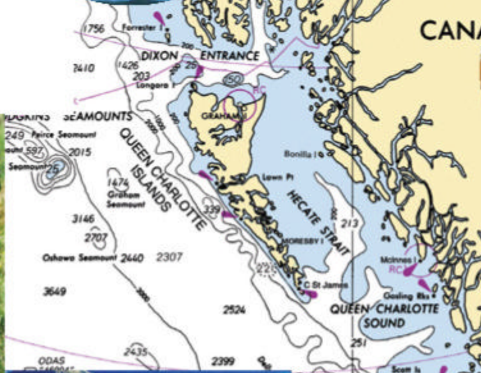


DAY ONE

Meet *Summertime II* moored at the April Point Resort and cruise the endless waterways toward Blind Channel, taking in the beauty of British Columbia's Desolation Sound. Call into the quiet beaches, before enjoying your inaugural dinner on board surrounded by verdant peaks.

DAY THREE

During breakfast, take in the misty waterways beneath the Estero Peak as you cruise toward Dent Island Lodge, a remote hotel famous for its salmon fishing. Have a long lunch in the Yaculta Dining Room with farm-to-table cuisine including local Dungeness crab and wild salmon. Go fishing in the afternoon to discover why this is one of Canada's greatest fishing grounds.



DAY TWO

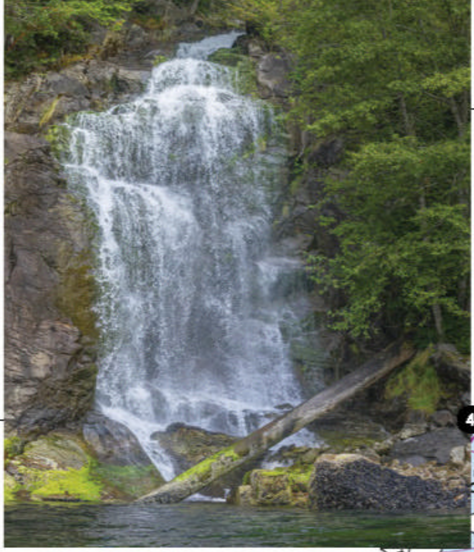
In the early morning, cruise 23 nautical miles up the Johnstone Strait to Blind Channel Resort, located in West Thurlow Island and accessible only by boat. Head ashore and hike among the dense untamed pine forest to spot bears, bald eagles and porpoises, before an evening around *Summertime II*'s firepit.

Itinerary

Desolation Sound

Captain *Ron Kenny* of 116ft *Summertime II* draws up an itinerary that captures this deepwater area's wild appeal

MAP: SHOM (SERVICE HYDROGRAPHIQUE ET OCÉANOGRAPHIQUE DE LA MARINE). PHOTOGRAPHY: ALEC BURKE; DOLF VERMEULEN/DENT ISLAND LODGE; ADOBE STOCK; TERRY DONNELLY/ALAMY STOCK PHOTO; MIKE HARDIMAN/ALAMY STOCK PHOTO; RUSS HEINL/SHUTTERSTOCK; DAN BROWNSWORD VIA GETTY IMAGES; PAUL SOUDERS VIA GETTY IMAGES; STOCKSTUDIOX VIA GETTY IMAGES; SKYE PERRY PHOTOGRAPHY VIA GETTY IMAGES; LIESL CLARK VIA GETTY IMAGES; VIKTOR DAVARE/500PX VIA GETTY IMAGES; LYUBOV BELOVA/500PX VIA GETTY IMAGES; TIMROWE111/STOCKIMO/ALAMY STOCK PHOTO; BRUCE YUANYUE BI VIA GETTY IMAGES.

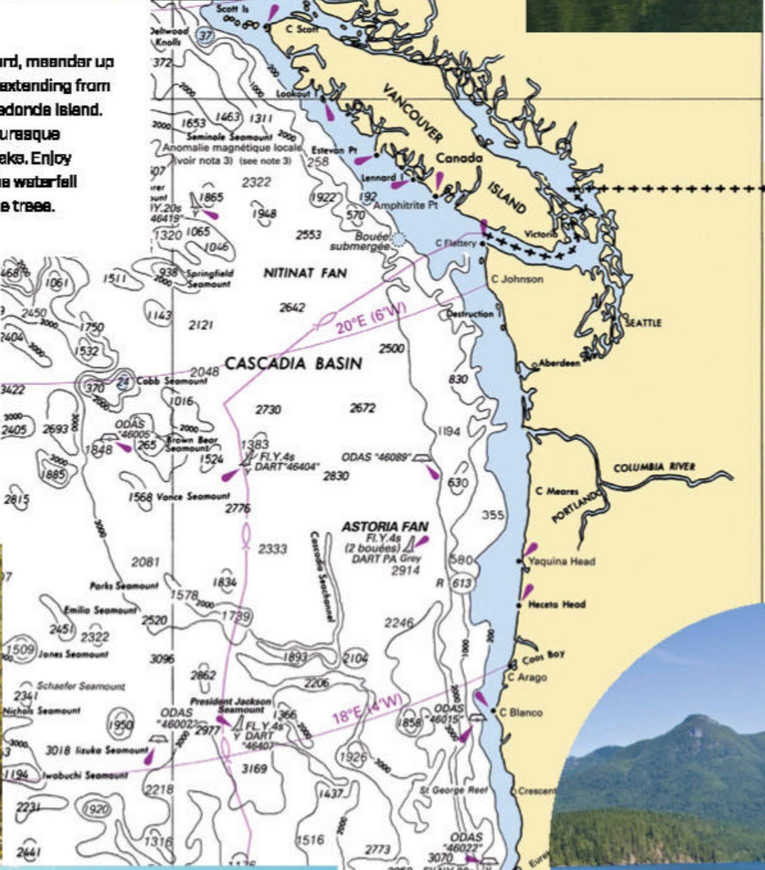


DAY FOUR

After a relaxing morning on board, meander up the Teakerne Arm, a deep inlet extending from the Lewis Channel into West Redonda Island. Venture inward toward the picturesque waterfall flowing from Cassel Lake. Enjoy cocktails on board in front of the waterfall as it cascades between the pine trees.

DAY FIVE

Awake at Roscoe Bay on West Redonda Island, the point where Waddington Channel meets Homfrey Channel. This serene anchorage is the perfect spot to jump in and frolic in the water. In the afternoon head to land and hike along an old logging road to Black Lake for some more wild swimming.


Scott Is
C Scott
VANCOUVER ISLAND
Canada
Lookout I
Estevan Pt
Lennard I
Amphitrite Pt
Victoria
C Flattery
CANADA
UNITED STATES
C Johnson
Destruction I
SEATTLE
Aberdeen
NITINAT FAN
CASCADIA BASIN
Cobb Seamount
20°E (6°W)
COLUMBIA RIVER
C Meares
PORTLAND
ASTORIA FAN
Yaquina Head
Heceta Head
Coos Bay
C Arago
C Blanco
18°E (4°W)
St George Reef
Crescent
C Mendo
Gorda Escarpment
Vance Seamount
Parks Seamount
Emilio Seamount
Jones Seamount
Schaefer Seamount
Nicholls Seamount
President Jackson Seamount
Iizuka Seamount
Iwabuchi Seamount
Brown Bear Seamount
Springfield Seamount
Seminole Seamount
Anomalie magnétique locale (voir nota 3) (see note 3)
Bouée submergée
Cascadia Seachannel

DAY SIX

In the morning, *Summertime II* will head just four nautical miles south to Tenedos Bay, located to the East of Mink Island. Often referred to as Deep Bay, this island is joined with the mainland by a drying shoal, visible on the charts. Take the tender to the mouth of a stream that runs from Unwin Lake and hike along the stream.

DAY SEVEN

After a short cruise around Cortes Island, arrive for your final day at Gorge Harbour Resort. The calm waters of this local spot boast sublime scenery and a perfect backdrop for lunch on board. In the afternoon explore the untouched pine forests before the crew sees you off to the heliport.

Summertime II *is available for charter with worthavenueyachts.com*

VOYAGE Edit

MOVIE LOCATIONS FOR VACATIONS

SAN DOMENICO PALACE, SICILY – *THE WHITE LOTUS*

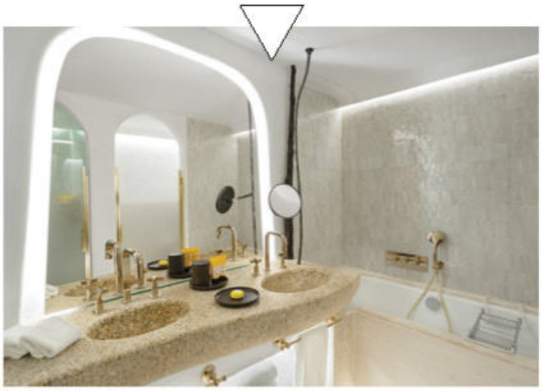
Perched atop a rocky promontory in Taormina, the San Domenico Palace hotel is a 14th-century convent that was transformed into an elegant Liberty-style hotel in the late 1800s. Guests have included Oscar Wilde and Audrey Hepburn, but the hotel rose to even greater prominence in 2022 when it hosted Jennifer Coolidge and Theo James's characters in the second series of macabre comedy *The White Lotus*. *fourseasons.com*

EDEN ROC CAP CANA, DOMINICAN REPUBLIC – *SHOTGUN WEDDING*

In 2022, Eden Roc Cap Cana, the Dominican Republic's only Relais & Châteaux hotel, became the setting for action-romcom *Shotgun Wedding*, starring Jennifer Lopez. Hailed as one of the most luxurious retreats in the Dominican Republic, the beachfront property was selected to stand in for a paradisical private Philippines island in the movie, showcasing its whitewashed villas, turquoise lagoon and powder-white sands. *edenroccapcana.com*

HOTEL CALA DI VOLPE, SARDINIA – *THE SPY WHO LOVED ME*

What could be more emblematic of 1970s style than Roger Moore cruising round Sardinia in his white Lotus Esprit? While Hotel Cala di Volpe, the beachfront property where Bond and Triple X stayed in the film, has since been refurbished, it still fizzes with effortless Italian elegance. *marriott.com*



VILLA ROCABELLA, CÔTE D'AZUR – *DOWNTON ABBEY: A NEW ERA*

The belle-époque grandeur of the architecture of Villa Rocabella, which can be rented in its entirety, and its manicured laws overlooking the Mediterranean attracted location scouts when they searched for an ideal spot to shoot the second *Downton Abbey* movie. *rocabella.fr*

PHOTOGRAPHY: EDEN ROC CAP CANA; WHITE BOX STUDIO/HOTEL CALA DI VOLPE; VILLA ROCABELLA; SAN DOMENICO PALACE, TAORMINA, A FOUR SEASONS HOTEL.

EDITED BY Georgia Boscawen

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MAGIC, 130' 2005 Northern Marine TDMY – (5) S/R's. MTU 12V-2000's overhauled in '21 w/only 3000 Hrs. New upgraded Zero speed stabilizers, new A/C chillers, recent bottom job, 32' Robalo tender & toys. New interior furnishings & soft goods in '20 & all new galley in 2021. In South FL. CA

CHERISH II, 120' 1995/16 Christensen TDMY - ABS Classed, (4) S/R layout. Powered by 3412 Cats w/3200 original hrs. New paint 2017, new A/C & bow thruster '18. New A/C chillers & handlers & deck rails. 6/19. Huge hot tub on flybridge w/ oversized sun bed. S. FL CA

NO NAME, 112' 2005 Westport MY - (4) S/R's, interior refit, all new headliner, new A/C chillers, upgraded electronics, new watermakers, new bottom job & running gear. MTU 16V-2000's w/ only 1100 hrs SMOH. Northern Lights 65KW Gens overhauled, stabilizers, bow thruster, tender & toys! In South FL. CA

CASI CIELO, 108' 1999 Westship/Westport Cockpit MY - (5) S/R's, refit in 2020 w/ complete paint job, new state-of -the-art Furuno/Garmin & NMEA 2000 electronics pkg., A/V system, interior refit, 18' Novuarina, waverunner. Updated & maintained by knowledgeable owner & captain. In S. FL CA

INEVITABLE, 100' 2005/20 Hatteras MY - Nicest, most customized (5) S/R 100' Hatteras on market! MTU 16V-2000 main engines. New electronics, A/V equip, many upgrades in 2022. Interior refit throughout and new teak decks, etc. in 2020. Maintained by professional crew! S. FL CA

MAJOR PRICE REDUCTION!

PURA VIDA, 92' 2000/20 Hatteras MY - Elite series, (4) S/R layout, walk-around decks. Complete new exterior paint job, headliner & LED lighting in 2020. MTU 16V-2000 with only 2885 Hrs. Naiad stabilizers, bow thruster, twin Gens, 18' Hell's Bay tender. Located in Ft. Lauderdale. CA

TRANQUILITY, 85' 2012 Pacific Mariner - (4) S/R's, 2021 updates w/ new bridge electronics, updated interior furnishings, new headliner '19. Powered by MTU 10V-2000's, Naiad at-anchor stabilizers, new jet skis, etc. Located in W. Palm Beach. CA

KNOT DIVORCE, 66' 2019 Azimut MY - (4) S/R's, full beam master, dual level flybridge, hydraulic swim platform, Walker Bay tender, fixed hardtop w/ retractable sunshade, Seakeeper stabilizers. Cat C-18's w/ low hrs, Exceptional cruising speed & range, Onan Gen. S. FL CA

GRATITUDE, 65' 2005 Marquis - (3) Staterooms, master with His & Her Bath. A/C flybridge with Eisenglass enclosure, walk-up bar, (2) grills, Garmin electronics, hydraulic swim platform. MTU 10V-2000's low hrs, bow & stern thruster. N. Miami Beach, FL. CA

THREE ACES, 55' 2007/17 Hinckley Talaria - (2) SR's w/ new soft goods, main engines overhauled in 2022, custom fixed hardtop w/ (4) skylight hatches, hull bottom media blasted & re-coated 2021. All new elects 2022, new hydraulic Freedom Lift & Walker Bay RIB, Hamilton Jet Service completed 2021. In South FL CA

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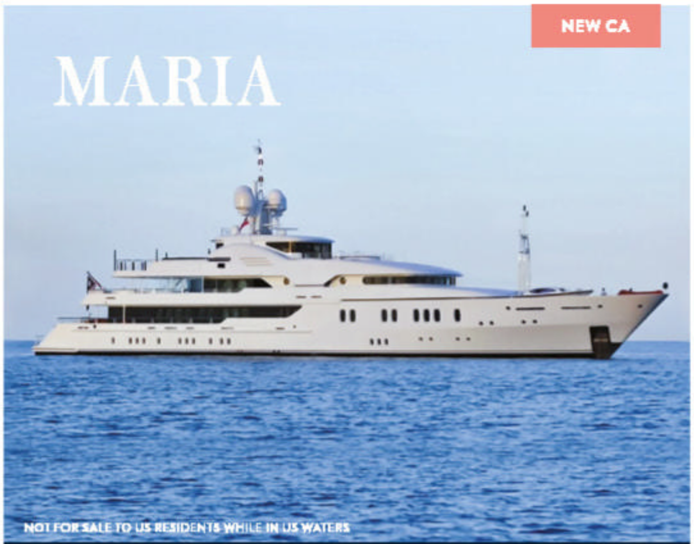

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MARIA 67M › 220FT › AMELS › 2007/2016 › 49,000,000 USD
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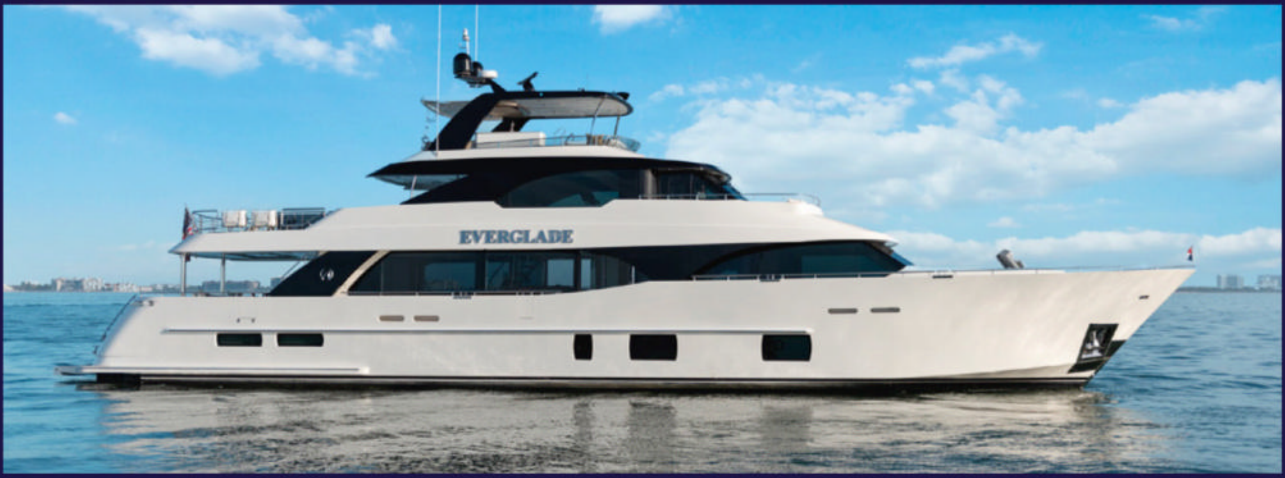

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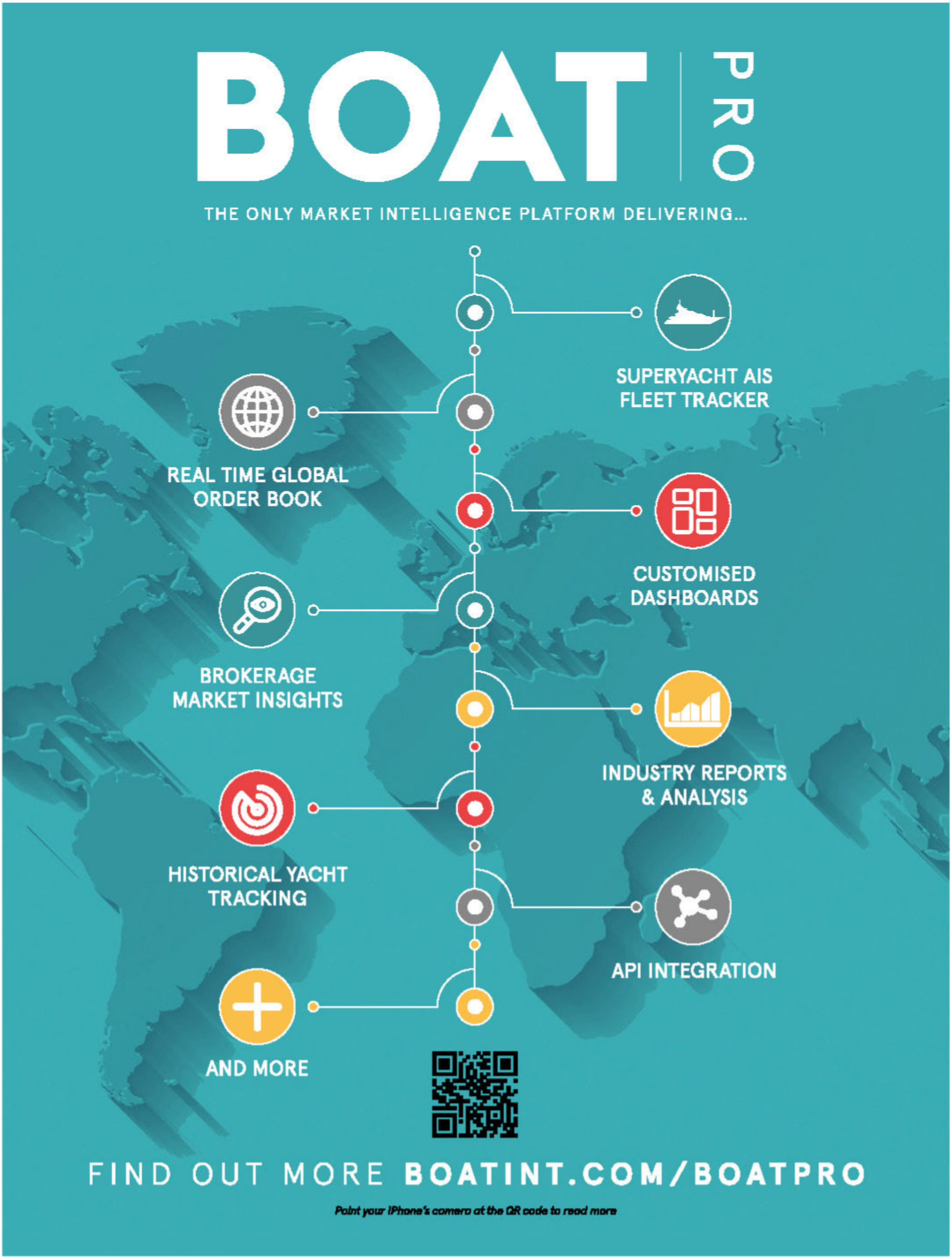

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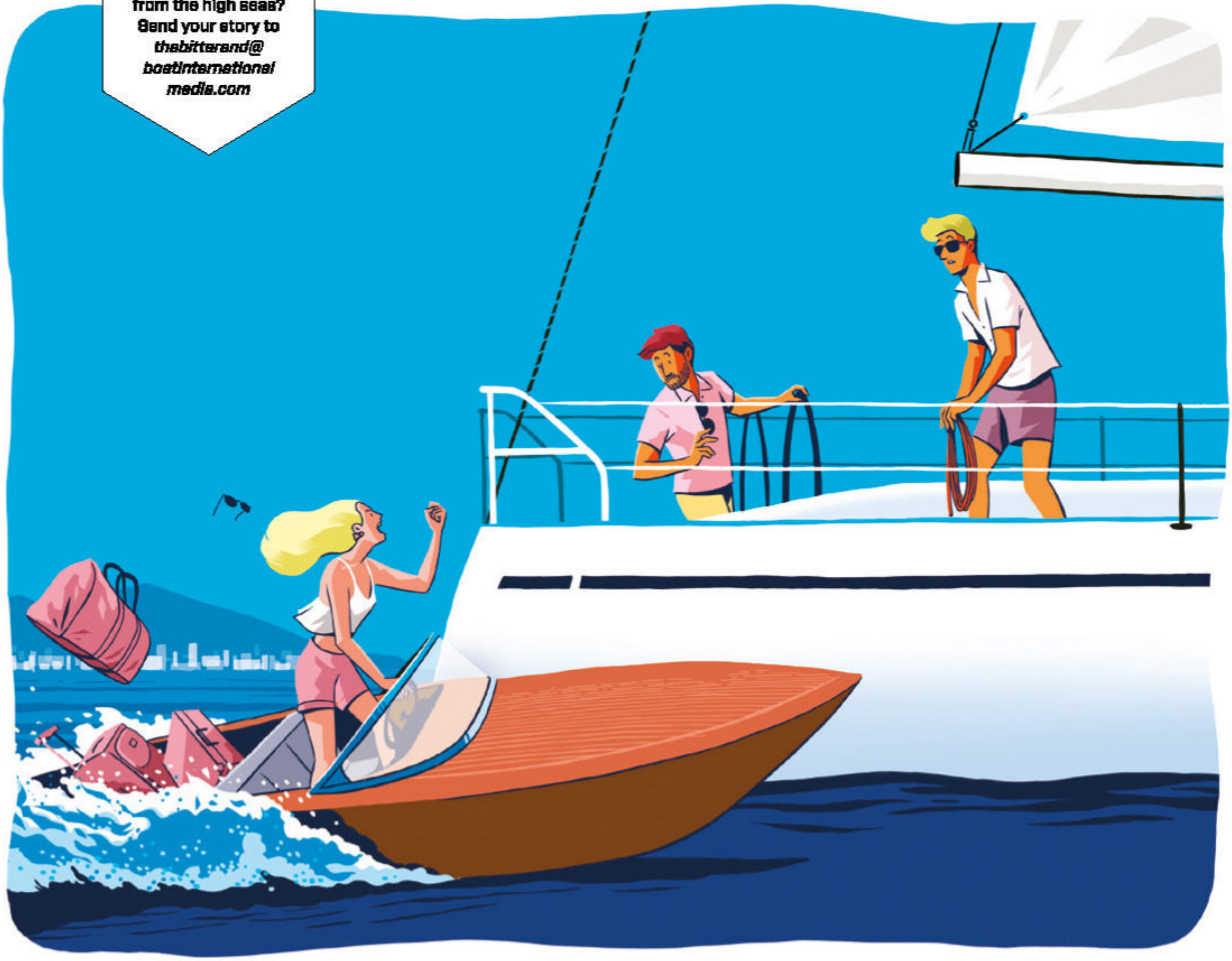

"I turned to my crew: 'We haven't forgotten anyone, have we?'"

Every summer we like to bareboat charter the same yacht in St Vincent and the Grenadines and we invite family and friends. It's hands-down our favorite vacation. We always do the same thing: arrive at St Vincent the night before, rest and wake up super excited to head out to sea. After getting our mandatory orientation, we gather groceries and get the boat fully provisioned. It is always chaos getting everything on board, but we finally get it all shipshape.

"Are we all set?" I called out on this particular occasion. "Ready!" my crew of family and friends yelled back. "OK, let's go!" My competent crew had us off the dock in short order and we started motoring out of the harbor and beyond the reef. Then, suddenly, the VHF crackled into life with a call from the charter company: "Do you have everybody on board?"

"Of course we do," I replied, "but thanks for checking." I turned to my crew: "We haven't forgotten anyone, have we?" They did a cursory count and assured me we hadn't. So up went the sails and off we headed.

But just as I rested my feet on the dash, someone pointed out a little RIB pursuing us at full tilt. We slowed down, and as it approached, I could just make out my wife's voice yelling: "YOU LEFT ME BEHIND, YOU BASTARDS!"

Needless to say, my wife has been very nervous of leaving the boat ever since. □

AS TOLD TO Lucy Dunn **ILLUSTRATION** Massimiliano Aurelio

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